





## BRITAIN IN DOCK

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On the previous day, *Itanofur* landed 1,415 kits—130 of cod, 650 of plaice, and 270 of haddock—which sold for £54,800.

Vessels landing catches from British grounds met with mixed fortunes. The stern trawler *Gniva* landed 640 kits but 170 of this total was made up of mackerel and she made only £11,750.

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trawlers, *Resolute*, had a far more successful voyage. She worked the North Channel grounds before returning with 133 kits, including 30 of hake, 25 of cod, 10 of whiting, and 15 of roker, which sold for £5,875.

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## MP'S SEA TRIP LEADS TO A SAFETY CALL

AUSTIN MITCHELL, Labour MP for Grimsby, has added his weight to the growing demand for a public inquiry into the working conditions of fishermen and the control of safety at sea.

Mr. Mitchell was speaking after completing a five-day trip to the North Sea grounds on the Grimsby anchor-seiner *Alotua*, and emphasised his experiences only confirmed the dangerous nature of the work which is borne out by annual statistics of deaths and injuries to fishermen at sea.

He said the industry needed a stricter and tighter control of safety and that conditions at sea were worse than those of the miners. "I was concerned to look at the kind of conditions people were working in and what can be done about safety in those conditions," Mr. Mitchell said.

He felt there was scope for more thought about the design of deck layouts so that more handrails could be provided to support fishermen and minimise the risk of being washed overboard, especially in storms, while moving about the decks.

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Open-decked vessels provided fishermen with very little control over their own movements during bad weather and when exposed machinery was operating well, the combination could be a recipe for disaster.

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Exemption from all controls, is something of a victory for small local boats and gives them the security of knowing that if fishing is suddenly stopped and licences withdrawn, they will not be affected.

However, this new move only satisfies local fishermen on one of the points they have been making. What they have also been pressing for is a ban on boats over 80ft. out to six miles, and a close season on mackerel netting from early spring to autumn.

The heavy fishing off the west coast of Scotland for mackerel, certainly caught Ministry officials with their pants down. It is now quite clear that they did not anticipate anything like a 105,000 tonne catch and the sudden halt on fishing in the Minch and the new regulations for the south-west reveal this. Perhaps they will now get wise and manage the Cornish and Scottish mackerel as one stock.

Although they have had a steep cut-back, purse seiners have come out rather better than equivalent size trawlers to the new licence. And with less purse-caught fish about—which is always in demand—there could be a rise in prices to soften the blow for the Scots.

As far as the freezer concerns, the new regulations should not cramp their style too much. It is difficult to think of a freezer processing 390-tonnes a week.

When it comes to 275-tonnes for big fresher trawlers, the situation for converted side-winders looks farcical, since most of their catches are expected to go for meal.

The problem for the whole fleet is that it is trying to operate in the dark, and the threat of a halt on fishing still hovers. Although a 100,000-tonne guideline total catch has been talked about for the south-west, the Ministry still deny this as an official figure, for fear of jeopardising the British position in Brussels.

If the guideline is correct and the Government is looking, as suspected, for a total overall British catch this year of 300,000 tonnes, fishing off the south-west will almost certainly have to be stopped before the end of the year.

## fishing news

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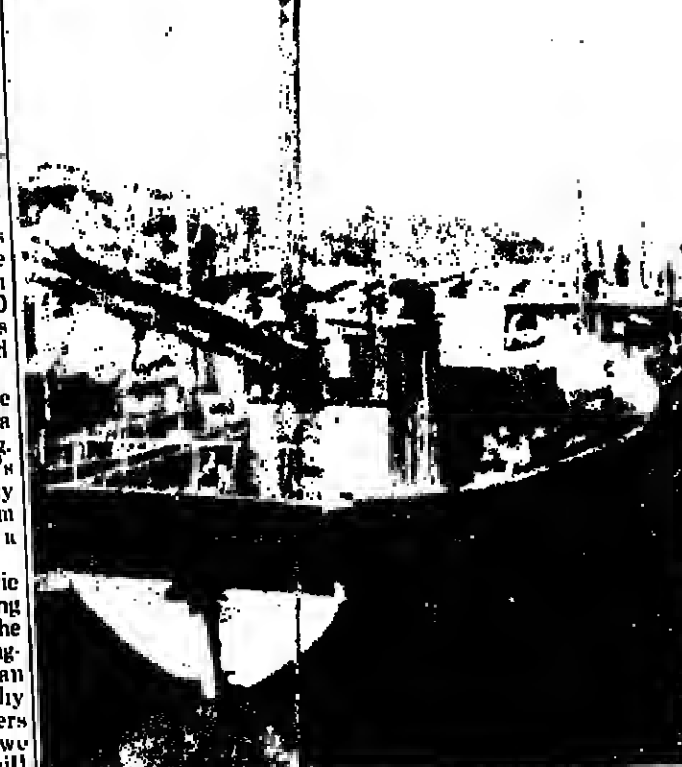
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"It was unrealistic to expect fishermen to up boat and away in the middle of a fishing week. A natural death over a couple of days or so would have been understandable, and the swallows would have migrated south."

The west coast mackerel catch this year stood at 105,000 tonnes up to the time

## Brake off haddock

NORTH Sea haddock catches are being raised from 20 owt. to 24 owt. per crew member, per week of voyage, on October 30.

Catches have been dropping below 6,000 tons a month and the Department of Fisheries feels it is now safe to increase the level of fishing.

Jim Lovie, chief executive of the Scottish Fishermen's Organisation commented: "If we had been given total support in the past, we could have been taking 25 owt. all along."



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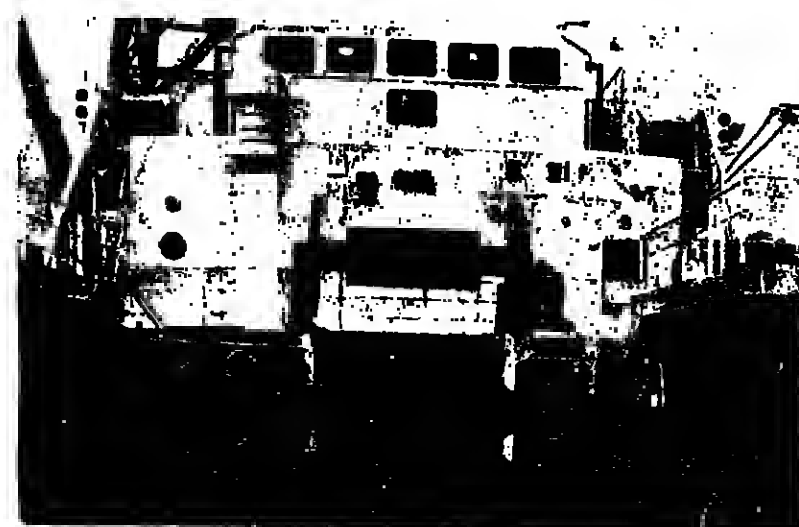
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## ABERDEEN TRAWLER UPSETS LINE-MEN

TRAWLER owners Richard Irvin have been warned about the behaviour of their stern trawler *Ben Wyvis* on the Cornish mackerel grounds.

A telegram has been sent by the Ministry asking the company to check reports from local line fishermen that *Ben Wyvis* acted dangerously by towing through groups of small boats.

Handliners told the Cornish PO that 50 of their small boats were working between Wolfe Rock and Lundy End on Sunday, when they saw *Ben Wyvis* heading down on them at about 13 knots.

They called her on the

radio but the vessel ploughed right through them. Alarm set in when *Ben Wyvis* turned round and came back through them.

The incident was reported to the Coastguard but on Monday, the line fishermen claimed the same thing happened again.

Cornish PO Secretary, Daphne Lawry, said: "Fishing is a dangerous enough business without the threat of being run down by fellow fishermen."

## MYSTERY BLAZE

A MYSTERY blaze on board the stern trawler *Ocean Swell* at Newhaven recently is being investigated by the police.

The alarm was raised by a café owner and firemen were soon on the scene, but the deck and wheelhouse were damaged before the outbreak

was brought under control. Police called in forensic experts to examine the trawler, moored on the River Ouse, which had not been seen for several weeks. *Ocean Swell* is owned by Mr. Leslie Whittington of Elphick Road, Newhaven.

## Silkin—'help or hindrance?'

THE FISHERIES Minister's "pathological opposition" to the EEC is getting in the way of a satisfactory solution to Britain's fisheries difficulties with the Community, Alick Buchanan-Smith, Conservative MP for North Angus and Mearns, claimed last weekend.

Speaking at Eyemouth, Berwickshire, he said: "Those who negotiate with John Silkin must sometimes wonder to what extent his stand is on the merits of the case of Britain's fishing industry and to what extent it is simply because he openly dislikes the EEC itself."

Under the Conservative, this would be a serious problem. Britain's case would be presented every bit as forcefully as our EEC partners would know that it was for its own sake and not as a potential obstacle to EEC progress.



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In the House of Commons on Tuesday, Minister John Silkin said that the new licence had been drawn up in consultation with the industry.

"In devising the new arrangements we had very much in mind the importance of the mackerel fishery to the UK fishing fleet and of trying to ensure that the exploitation of this fishery is consistent with the requirements of conservation," he added.

The Ministry is also understood to be tightening up on inspection of catches. Local staff are being strengthened and a mobile inspection team is being assembled to drop in on boats at quick notice.

So far boats registered in the Channel Islands and the Isle of Man have co-operated with mackerel licensing arrangements on a voluntary basis; now they will be sub-

ject to the conditions under a further Order to be issued. Under the licence, vessels over 60 ft. must stay outside the three-mile limit off Devon and Cornwall. Vessels over 60 ft. found inside three miles face fines of up to £50,000 and the suspension of licences.

For the Scottish fleet, the new restrictions will bring a severe cut back in fishing. The Scottish Fishermen's Organisation is particularly concerned at the switch from the daily man per quota to a weekly basis per vessel.

Chief executive Jim Lovie said that this was going against all tradition in the way fishing has been managed in the past. This move can have only been inspired by the deep sea trawler owners and before we know where we are the same system will apply to other species, he added.

Mr. Lovie went on to say that the system was unfair. "The freezer should have been kept to what they can freeze—and not what they can give away."

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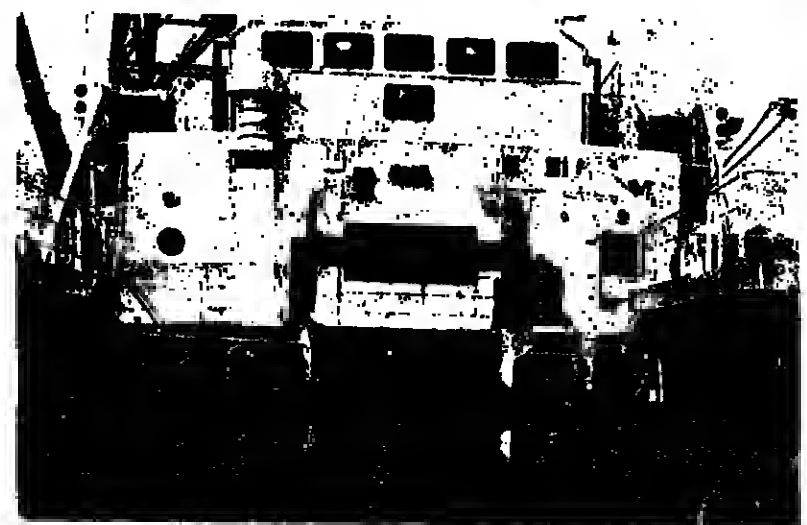
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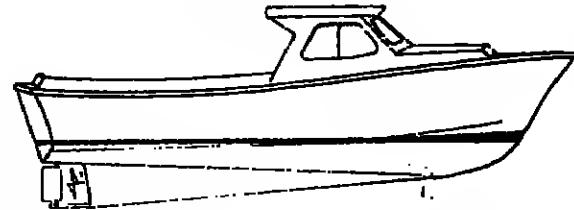
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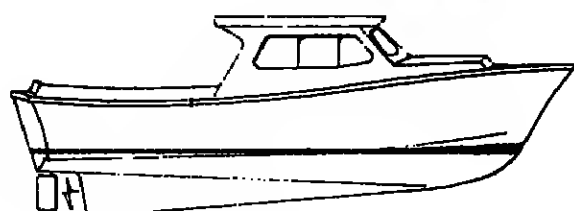
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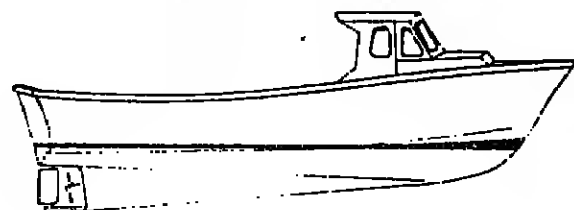
Standard Version



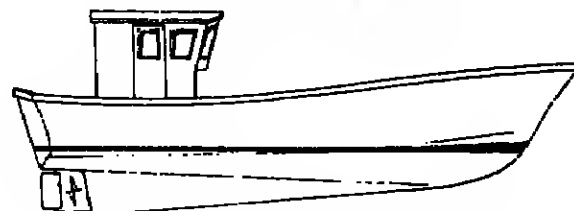
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Workboat - Aft Wheelhouse



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## Pressure for factory ship fish to come across quay

DEVON and Cornwall's county councils are to be asked to make representations to the Government to force fish for factory ships to be landed at ports on the coasts off which they are caught, rather than exporting direct.

A joint committee of the two authorities which is concerned with EEC matters adopted this proposal at a meeting in Plymouth last week.

During the debate, members agreed it was wrong that mackerel now being caught off the south west should be sent to other countries without being landed first in England.

Dennis Dicker, of Plymouth, moving the recommendation, said that not only were mackerel stocks being depleted but the employment of many people in the area was being taken away.

Fish catches were taken direct to factory ships and landed in other countries. This meant that several different types of employment were no longer available for

local people to take advantage of.

It was general opinion that mackerel stocks would last only a few years at the present rate of fishing. Structures needed by the fishermen for shore work were only temporary, with consequent damage to the environment.

Mr. Dicker could not recall any country except Britain allowing factory ships to work off their coasts. He could not, for instance, imagine Iceland permitting them in her waters.

The maritime countries of the EEC should insist that the same be done with mackerel as with oil and gas — that the product around the coasts should be landed to the country to which it belonged, he said.

Mr. D. R. Foster, of Exeter, said tomorrow's heritage was being sacrificed for today's income. Cornish fishermen were helping the Russians because they believed they could sell direct to the factory ships at a better price than they would get if their catches were landed in Cornwall.

## Clothing store to shut

LATEST casualty of the rundown in the Grimsby trawler fleet is the famous Dobson's Red House fishermen's outfitter on the North Well, which is to close on November 10.

The Red House was originally situated on Campbell's Jetty from 1892 until 1935, when it was demolished to make way for the new Humber 3 fish dock. The present Red House has been in non-stop business since 1935 on the North Well site.

Dobson is continuing as supplier of all fishermen's gear from its Hutton Road branch on Grimsby Fish Docks.

## Retraining scheme begins

GRIMSBY Fishing Vessel Owners Association has been given permission by the Government Manpower Services Commission to launch a pilot scheme of practical retraining for unemployed trawlermen from Hull and Grimsby.

Six men will start the first course on January 3 in a chartered vessel and will be given practical instruction in anchor-reefing, fly-shooting and mid-water pelagic trawling.

If the pilot scheme is successful after a year it will be extended to other ports.

## '40FT CATS' ON ORDER

TWO 40ft. LONG glassfibre catamarans are being built in Kent for shellfishermen in the Channel Islands and Scotland.

The 40-footers are a development of the cat Joke, the 36-footer completed in August last year for the Scottish island of Islay.

Jake's owner, Skipper Tom Epps, has ordered one of the 40-footers and the second is for John Carr of St. Peter Port, who had the fast planing 36-footer Coastworker built.

The cats are in order with Egerton (GRP) Marine of Sherborne, Dorset, and are being built by Lifeline Mouldings of Haslemere, Surrey.

Fitting out work, including fitting the twin Ford Sabre diesels, will be completed by the Medway Yacht Co.

John Carr went to Islay to see Tom Epps work Jake and he put in an order for a 40-footer. Tom Epps — a confirmed catamaran man — was having a second 36-footer

## Fire-torn Okino back in port

THE GRIMSBY middle-water trawler Okino, abandoned off the Shetlands when fire swept through the engine room on October 12, is now back at the Humber port.

As reported in Fishing News last week, the 273-ton vessel was towed into Lerwick by the oil rig supply tender Oil Hustler which managed to get a line aboard Okino as she drifted, still ablaze, off Foula.

A spokesman for the U.K. Trawlers Mutual Insurance Company at Grimsby said the fire badly damaged the bridge and the accommodation aft and Okino had been towed back to Grimsby for further survey.

Okino left Lerwick at the weekend under tow by the Hull-based tug Scotman. She is expected in later this week.

## NET STRAIN

THERE ARE two reasons why the pair trawler used by Skipper Roger Younger in Green Valley ripped with her massive 500-kilowatt oar (Fishing News, October 20).

Cosalt, the company which supplied the Gemini Mk.II pair trawler, said that the net was 18 to 24 months old and was, therefore, suffering from considerable stress; also, the haul was being made during ex-

## Fracture

A Newhaven firm, Cos Marine, built the hull of a 40ft. long catamaran fitted out by an American company. During sea trials, a fracture was discovered in the hull. Cos Marine rectified the fault, there has been no further incident.

No undertaking had been given on the hull's stowage, the committee said.

It was decided to have professional surveyor Mr. Henry M. Bonine to any decision was taken to finance a replacement.

The report will go before the committee's next meeting in January.

built and then decided for the bigger cat.

The 40ft. long catamaran has a beam of 16ft. and is built with C-Flax, American-made GRP, which are laid over a frame of fibreglass.

Egerton used a mouldless technique to make a speed product.

Meanwhile, it can be custom-built catamarans up to 76ft. long using a system.

More woven cloth is used in the hull to give new cats to reduce weight and speed, yet with strength.

John Carr is making use of the twin hulls, which have live tanks moulded in. Originally, he had intended to use a single hull, but, after his visit to Islay, he decided the best method was to fit the hull on the seaboard side. He has chosen a very popular Celtic Sea hydraulic unit made by South-Western Mechanical Fishing.

The complete boat cost £38,000 and has a complete with water-tight decks are available.

The move to bring in a Faroe trawler was the result of arrangements made by Doris Newsham, manager of J. N. Ward at Fleetwood, a firm which acts as agents for foreign vessels.

The desperate fish supply position at Fleetwood has generated a lot of interest in a link with Faroe. Last week a delegation comprised of owners and merchants at the port plus the docks manager and a union official were due to fly out to Faroe, but bad

weather caused the flight to be abandoned. It is now hoped the visit to Faroe will take place at a later date.

Richard Cook, president of the Fleetwood Fish Merchants' Association said: "We are hoping the visit will lead to more regular and plentiful supplies. The port urgently needs fish from every possible source, because we do not have enough ships of our own."

There are no trawlers in Britain, since she was built in Scotland at the Campbeltown Shipyard, which has a habit of producing record-breaking vessels.

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October 27, 1978



## TAITS HIT FALMOUTH

SCOTLAND'S top fishing family — the Taites from Fraserburgh — sailed two of their three pursers into Falmouth for the mackerel fishing last week. This is something of a break-away move; last year the Tait brothers mainly operated from Plymouth.

Chris Andra was first to arrive on Thursday week, and put in a catch of 180-tonnes. She was quickly followed by Tait's with 150-tonnes. Both vessels landed their catches at the new base managed by Glenham Ltd. at Falmouth Dock.

Glenham are also handling fish sales, and

some of the pursers fish was destined for the French market.

Andra Tait was still in Scotland but with mackerel fishing due to stop on the Scottish west coast this week, Skipper Willie Tait is expected to bring the vessel down to Falmouth.

Two more Scottish vessels, Ben Wyvis and Flowing Tide, are expected in at Falmouth Docks.

Next week should see the bulk of the Scottish purse seine fleet arriving on the Cornish grounds, and this could be a frustrating move. The fish they are being forced to leave behind off

Mallaig is reported to be of far higher quality than on the Cornish grounds.

## FAROE BOAT IN WITH A RECORD

THE first Faroeese landing at Fleetwood for a number of years broke a class record at the port. Landing 600 kits of cod, haul and haddock, the 80ft. stern trawler Von Nolsen in command, made 234,499 following a 14-day trip.

Von is no stranger to Britain, since she was built in Scotland at the Campbeltown Shipyard, which has a habit of producing record-breaking vessels.

The move to bring in a Faroe trawler was the result of arrangements made by Doris Newsham, manager of J. N. Ward at Fleetwood, a firm which acts as agents for foreign vessels.

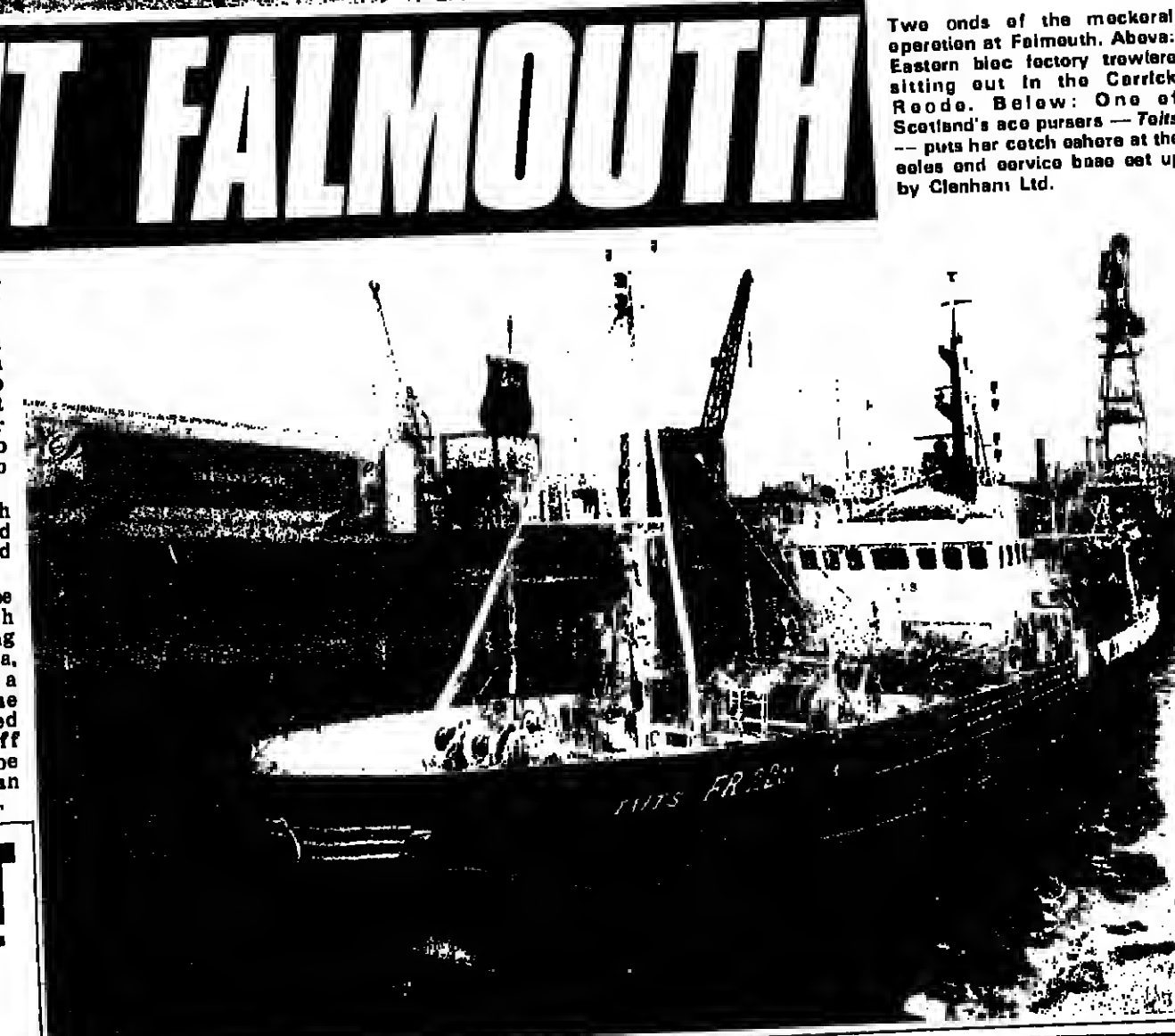
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Two ends of the mackerel operation at Falmouth. Above: Eastern bloc factory trawlers sitting out in the Carrick Roads. Below: One of Scotland's ace pursers — Tait's — puts her catch ashore at the sales and service base set up by Glenham Ltd.

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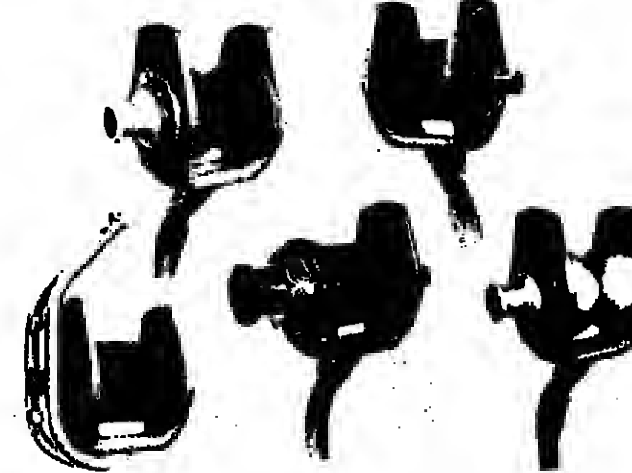
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## Inshore boats dominate big Grimsby week

LANDINGS totalling well over 30,000 kits at Grimsby last week gave the port its heaviest landings since early August.

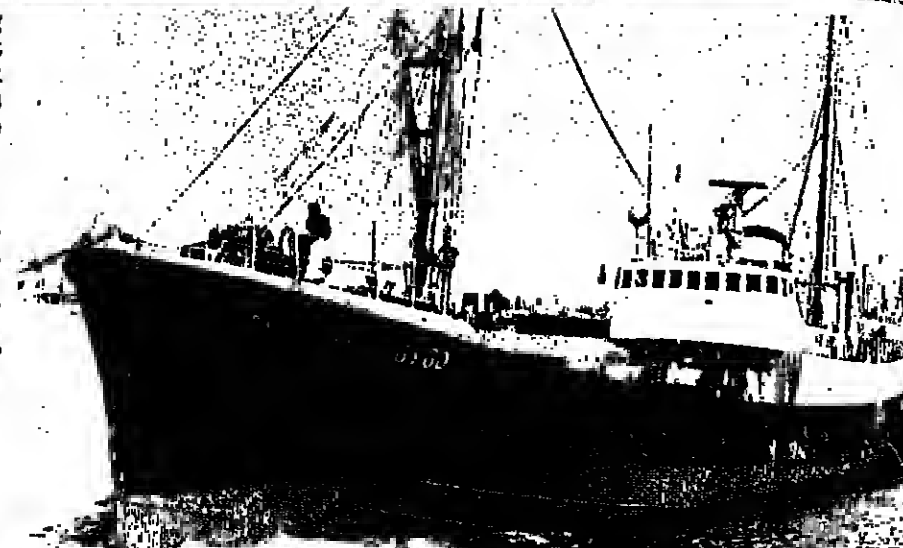
But apart from the massive 266,936 grossing picked up by Brettingur — the port's first Icelandic visitor since the end of November 1976, when Ogi set a port earnings record of £98,540 — the trawlers once again had to take a back seat to the anchor-seiners and pair teams.

Apart from Brettingur's landing (see page nine) there was the rare occurrence of two distant-water trips — the first since September — from the Norway Coast, which both unfortunately cost their owners substantial losses.

First to land, after 24 days, was Consolidated Fisheries' 140-footer Crystal Palace, which, in spite of the skills of Skipper "Wiggy" Herdie, managed a turnout of only 753 kits, including 90 of haddock, 288 of codstuffs, 195 of cod and 150 of reds, to gross a miserly £19,328.

Last, Friday the Boston Group's Boston Halifax — now joined on the distant-water grounds by Prince Philip and last week by Boston Phantom — fared only marginally better and from a long 27-day trip, extended by mechanical problems, grossed just £23,810.

Boston Halifax turned out 1,092 kits consisting mostly of 110 of haddock, 240 of codstuffs, 110 of mock halibut, 280 of cod and 130 of reds and from this tally 125



Top seiner at Grimsby, Christiansborg, (top) and Ross Kelvin (above) off the mark for the first time since August.

kits of reds went unsold. Skipper Ray Horries was in command.

Boston Halifax did not even have the consolation of achieving the week's top earnings, for this honour fell to Margrethe Bojen, landing 24 hours ahead of pair trawling partner Frances Bojen.

Skipper Jens Bojen, on his last trip before taking a well-earned break at the international fisheries exhibition in Boston, USA, followed by a spell in the West Indies on the trip sponsored by Fishing News, chalked up £26,010 from 784 kits, almost entirely good-sized cod after 13 days.

Meanwhile, Frances Bojen (Skipper John Richardson) pushed the value of the trip up to just on £46,000 with a grossing of £19,981 from 619 kits. There was insufficient labour available for both vessels to land on the same market.

Skippers Phil Scott and "Pete" Pulfrey, also holiday-bound with Jens Bojen, hit a combined £42,115 from 1,448 kits of cod after 15 days to complete a useful double for the John R. agency.

Best effort from the middle-neur-water trawlers came from BUT's Ross Leopold (Skipper Jimmy Brown), which made £17,923 from 802 kits after 15 days in the North Sea.

She just pipped Ross Kelvin (Skipper Roy Kurz), back in action for the first time since August, on £17,367.

Big hauls of cod by the trawlers and dogs by the seiners suppressed many trawler and seiner grossings. Top seiner Christiansborg (Skipper Verner Jensen) on £13,689 missed topping the £100,000 mark by the narrowest of margins.

## People

MR. T. J. B. Dawes, 56, has been appointed chief information officer to the Ministry of Agriculture, Fisheries and Food and took over responsibilities for press, public relations and information work in the department on Monday.

He joined the Ministry of Food in 1966 after service in the Royal Navy.

His predecessor, Mr. L. E. James, 67, the Ministry's chief information officer since 1973 was made chief of public relations in the Ministry of Defence on September 11.



Terry Dawes, the new chief information officer at the Ministry.

ARTHUR AMOS, former Fisheries Operations Director, was appointed to the post of Fisheries Operations Director on Monday. Mr. Amos, who has been in the post since 1974, has been appointed to the post of Fisheries Operations Director on Monday.

BUT has a 77 per cent shareholding in the new company and has a 10 per cent shareholding in the new company and has a 10 per cent shareholding in the new company.

## TRAWLER FORGETS TO CALL

EXTRA WORK involved in the repair of damaged nets caused the skipper of the Boston Group's side trawler Boston Jaguar to forget to make a routine daily radio call reporting his position last week — and produced considerable anxiety for the owners ashore. Shipping in the North Sea was asked to keep a special watch in efforts to locate the Boston Jaguar.

A Boston spokesman said: "They certainly caused us and their families an anxious time. It was a relief when contact was established."

"It does emphasise the importance of making this daily call and the worry it can cause if anyone forgets." The daily radio call system was brought in some years ago following the loss of a Lowestoft trawler after several days without contact. Under the system, one of an owner's vessels at sea makes contact with the others and then calls the office to report positions and that all is well.

## 'Troilus' moves to Fraserburgh



THE 86ft. trawler Troilus which has been fishing out of Aberdeen has joined the Fraserburgh fleet. She has been taken over by Skipper James McLean and will work through the Fraserburgh office of Caley Fisheries Ltd.

Skipper McLean was previously in command of the wooden vessel Ocean Harvest and has been taking part in the Minch meckeral fishing.

It is expected that he will take Troilus to this fishery and then later will move south for the Cornish season. Troilus has joined the Fraserburgh fleet only a few weeks after her sister-ship Andree was bought by Skipper Ian Duthie of the same port.

Both vessels were owned by British United Trawlers Ltd. and have been white fish trawling from Aberdeen for a year or so.

They are steel hulled vessels designed by Tynedraft Design Ltd. of Newcastle on Tyne, and were fitted out by BUT Engineers (Grimsby) Ltd. in 1976 following the closure of their original builders Ryton Marine of Wallsend on Tyne.

## FISHERMEN FEAR SPANISH PLANS FOR IRELAND

THE IRISH Agricultural Wholesale Society has presented outline proposals for a fish processing factory at Castletownbere to Bord Iascaigh Mhara.

The IAWS proposals were originally announced amid confusion and suspicion among local fishermen about the Pescanova project, where the Spanish company proposed a plant for Dúnshailán in Castletownbere harbour.

That proposal is being criticised by local fishermen, because it has been scaled down, apparently, from its original state of a processing plant to a freezing centre only, with a considerable reduction in proposed levels of employment.

Bord Iascaigh Mhara co-op had claimed that device to gain "back-entry" to the Irish proposal was only a fishing limit.

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## Plasticiser

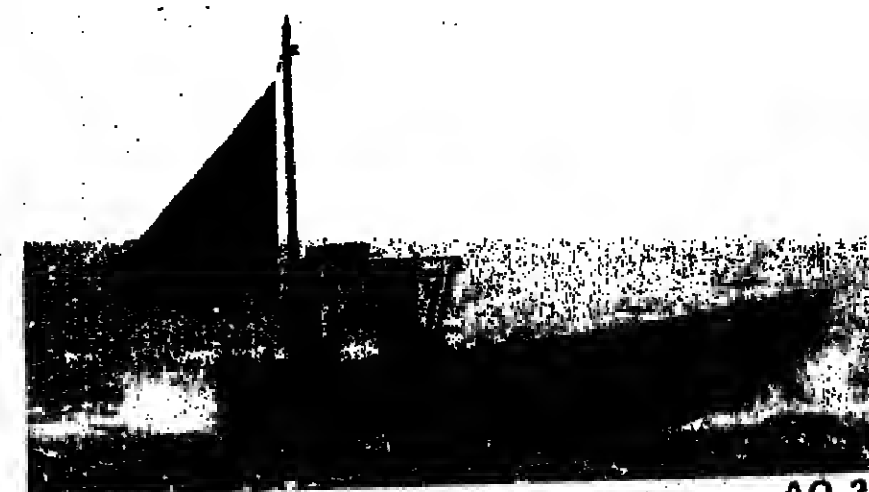
PLASTICISERS Ltd. points out that the Atlantic and North Star fishing floats are in production, contrary to an article, floating a trawl headline by John Burgess (Fishing News, August 18), which said they were not.

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## EEC PUSH FOR AFRICAN DEAL

A TEAM of fisheries experts from the European Commission left Brussels on October 17 for Dakar to try to speed up preparations for the negotiation of a framework fisheries agreement with Senegal.

The Commission was given a mandate by the EEC Council of Ministers in July 1977 to negotiate agreements with Senegal, Mauritania, Guinea Bissau and Cape Verde but has made little progress since then.

The EEC is offering financial compensation and aid in developing local fishing industries in return for continued access to the rich African fishing grounds. Following restrictions in Icelandic, Norwegian, Faroes and other waters the African grounds could become an attractive substitute.

However, the African countries have been in little hurry to do a deal with the EEC, possibly because they fear an invasion by the Community's fishing fleets.

Until now only France and Italy have fished extensively in African waters. The Italian fleet of about 47 vessels (45,000 GRT) with a total catch capacity of about 90,000 tons, was excluded from West African waters early last year. But the French deep sea tuna fleet of 30 vessels still enjoys certain fishing rights.

## Optimistic

Italy has been pressing hard for the speedy negotiation of a Community-based agreement.

The Commission is optimistic that if the Senegal trip is successful negotiations can start next month in Brussels.

EEC fisheries experts will also visit Nouakchott but they point out that preparations are not so advanced and that negotiations are unlikely to begin this year. Guinea Bissau, with which there has been little progress since a visit last March, will probably not be included in the present tour.

An EEC fisheries team will visit Angola in early November to discuss possibilities of fisheries cooperation. This follows the Belgian Foreign Minister's recent visit to Luanda and President Neto's new and more open policy towards the EEC.

Angola is anxious not to let its waters, which have been closed to foreign fishermen for some time, be entirely exploited by the Russians. It is interested in EEC assistance in developing its own fishing industry. Denmark, France, Italy and West Germany have all stated an interest in fishing in Angolan waters.



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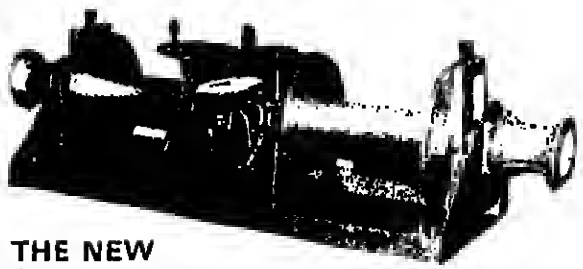
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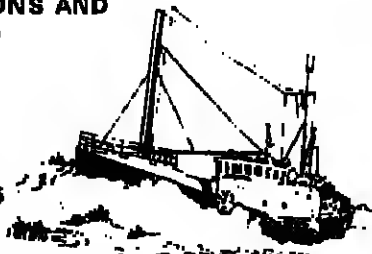
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THE notice barring off the centre of the fish market at Lowestoft because of a dangerous roof on the west side.

## INSHORE FISH MARKET FOR LOWESTOFT

TALKS have started at Lowestoft on the possibility of building new market premises to meet the needs of the port's inshore fleet. This follows a move last week when trawler owners and fish merchants were shocked to find that the Docks Board had closed part of the market.

The market was closed because of the dangerous condition of the overhead canopy and the Lowestoft Inshore Fishermen's Association announced on Thursday that they had already started discussions with the Docks Board on the possibility of building an inshore fish market.

It has been suggested that

this would be sited at the east end of the north arm of the Waveney Dock.

A statement from the Association said that discussions took place in August, when the canopy on the north side of the dock was considered in a dangerous condition.

"However," said the statement, "the closure of the west side of the market, due to its serious condition, means that the north side is under more use than ever before despite being considered for demolition."

"The inshore fisherman proposes that a transit shed type of building be erected to house the offices for the two

### Talks start after shock closure...

fish selling agents and that there should be a lavatory and washing block and fuelling installation. This would be used exclusively for inshore and overland fish supplies.

It is anticipated the structure would be 300ft. long and cover the width of the existing market giving the inshore industry exclusive use of the quayside.

"The proposal was met with encouragement from the Docks manager and plans have been put forward by the inshore industry. It anticipated that the Docks Transport Docks Board will be presenting more detailed plans and costings in the near future."

"The inshore industry hopes that with grants available they will be able to finance the project themselves. They are confident that there is a future in the inshore industry and feel that this is the right time to take this considerable step forward."

Shocked! See page 12.

## Winter's not going to stop anchor seiners

SOME Grimsby anchor seiners are proposing to fish on through the winter. At this time of the year most of the fleet begin thinking about stopping for the traditional winter break or converting over for the winter season of industrial fishing for sprats.

Consolidated Fisheries' Christensen, Rosenborg, Guldberg, Falkenberg and Visborg hope to carry on. In the past other seiners have also fished on through to the new year, but of late virtually the entire fleet has quit from the end of October onwards until the following February. The principal reasons have been lack of daylight — anchor-seiners can only fish during daylight hours — and poor fishing from November onwards, which coupled with deteriorating weather have led to the consensus of opinion that the odds against paying trips at "the back-end" are too great.

However this year has been nothing short of exceptional and the fish are still in abundance on most of the popular seiner grounds so that the chances of Consols' six seiners getting in much-needed North Sea fish do look

good, weather permitting. Certainly the port's fish merchants are sure to appreciate the decision to carry on and no doubt would like to see other seiners following suit. However so many vessels are now in part or full private ownership and have done so

well this summer their skippers point out that any winter earnings would almost entirely go straight to the tax-man in tax. Currently about ten vessels have stopped fishing and over half of those at sea are on their final trips.

### New WFA rates

THE White Fish Authority and Herring Industry Boards new rate changes will be as follows:

Fishing vessels under 80ft. in length and new engines; up to five years, 12½ per cent; five to ten years, 12½ per cent;

ten to 15 years, 13½ per cent; over 15 years, 13½ per cent. Processing plants: up to five years, 13½ per cent; five to ten years, 13½ per cent; ten to 15 years, 14½ per cent. The rates on advances made before October 14 are unchanged.

### ICELAND GRABS HULL MARKET

TWO foreign ships made over £81,000 apiece at Hull this week for wat fish discharges. The Icelandic trawler Drangey grossed £85,949 for 1,765 kts, and the Faroese trawler Sudringur made £81,800 for 1,803 kts. Boyd Lane was the port agent for both vessels.

Sudringur's catch included 131 kts of haddock, 208 kts of codfish of which 136 kts were cod and 72 codling. Among Drangey's turnout were 880 kts of codfish, which averaged £56.64. Hull had no other direct wet fish vessel landings apart from the Grimsby seiner Samora.

### OBITUARY

SKIPPER William Murray, one of Grimsby's top anchor-seiner skippers, died in hospital last week after an illness. He was only 47.

Bill Murray owned Drangey which has been registered in Grimsby for nearly 55 years — a record. In spite of the vessel's age the 62-footer has been one of the port's most consistent grossing trips which were the envy of many.

Genera was built for Mr Murray's father John Murray in partnership with Mr Fred Staight and Bill took over the ownership of her in 1969 when he landed her last trip under Bill Murray's last May. He was a quiet, easy-going man. His wife, Barbara, died four years ago and he leaves an eight-year-old daughter.

JOHN McCabe, manager of Irish at Kilkeel, Ulster, died suddenly on October 12 while attending a local fish market. He was 49. Mr McCabe had been in the fish business for 20 years and was a member of the Irish Fishermen's Association. He was a very popular man and his death was a great loss to the community.

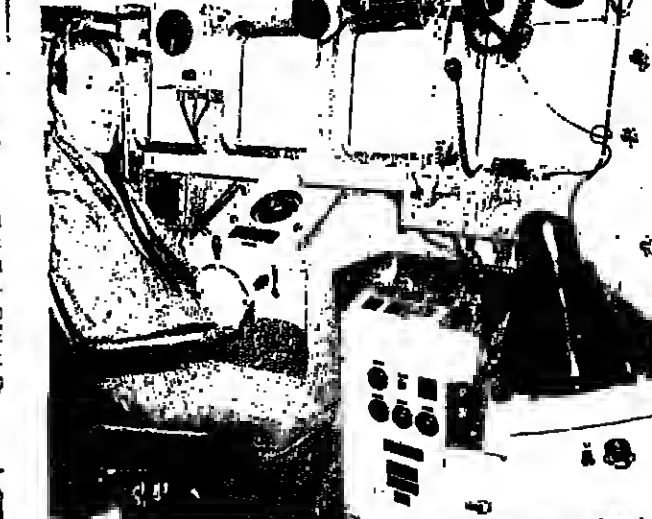
# Iceland back with a bang at Grimsby

IN A splendid start to the resumption of Icelandic wetfish trawler landings at Grimsby last week, fish merchants paid up a bumper £66,936 — easily the top grossing by any vessel at the Humber port this year — for 1,846 kts of quality fish from the big Icelandic stern trawler Brettingur.

There was hardly any sign of the bad feelings generated by the last Cod War with Iceland as the vessel arrived and none at all on the pontoon where the lumpers did a fine-rate job of landing the 155-footer.

The only mishap occurred when a Brettingur deckhand, Gudmundur Leifsson, missed his footing on the slippery quayside after a night out in Grimsby, and fell 15 feet into the dock between the trawler and the pontoon.

However, two lumpers, Bob Siddle and Dave Simmonds, put a rope around the fisherman and supported him until a ladder could be lowered.



Skipper Trygvi Gunnarsson on the bridge of Brettingur shortly after the Icelandic stern trawler had landed last week.

Mr. Leifsson was badly shocked after his cold dip, but recovered by the following morning and, through his skipper, thanked his rescuers.

Before the entire landing was put up for auction, Brettingur's Grimsby agents, Fylkir Ltd, auctioned a very full kit of mixed fish for charity which raised £120 and was bought by Messrs. Pearson & Walker who also received two magnificient champagne from John Olafsson, Icelandic Consul on the Humber, on behalf of Fylkir Ltd.

### Request

At the request of the skipper's wife, the proceeds were donated to the Royal National Lifeboat Institution, as she is the chairman of the equivalent organisation from her home town in Iceland.

On Tuesday Mr. Olafsson donated a further £120 and a cheque for £240 was presented to Mrs. Murdo MacInnes in her capacity as secretary of Grimsby RNLI branch. Mrs. MacInnes is the wife of the managing director of Danbrit (Fish Salesmen)

## £66,936 TRIP OF THE YEAR

Ltd. which arranged the landing and selling of the Brettingur's fish.

Brettingur's skipper, Trygvi Gunnarsson, was delighted with the outcome of the trip. He told Fishing News he had been before and had many times before and had had many friends in the port. He had commanded the five-year-old vessel since she was built for her owners in Japan and said she was similar to 70 or 80 other Icelandic stern-trawlers.

On the subject of UK vessels returning to Icelandic waters he said he could not comment, but pointed out that the Icelandic authorities were still so concerned about conservation that all cod fishing was suspended for one month each year.

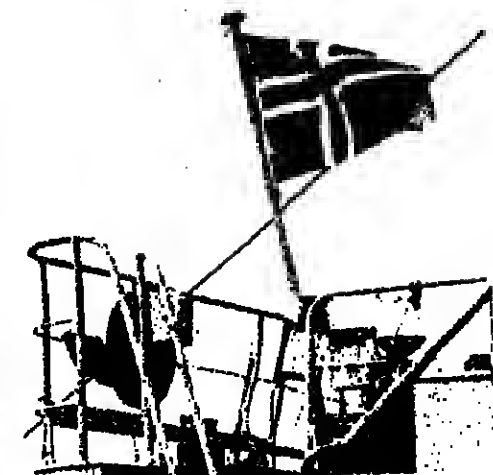
### Welcome

He said Brettingur made her catch off the south-east coast on the 'Kidney Bank' grounds in 10 days and that until recently the fishing off Iceland had been very slack.

"I am very glad to be here and hope we are welcome. I can tell you that in Iceland the Cod War is definitely over and I hope our arrival in Grimsby will bring our two countries back together again as old friends, with no bad feelings on either side."

Skipper Gunnarsson said. The vessel's turnout included 1,193 kts of codfish (mainly large and medium), 383 kts of haddock, 153 of cod and one halibut of about 200 lbs which sold for £189.

Right: the Icelandic flag flying high at Grimsby again after Brettingur (below) landed a top trip at the port.



Even though she had no price, Brettingur averaged £36.29 per kit on the Grimsby market, while Solvik, the trawler diverted to Hull earlier in the week because of heavy local landings in Grimsby, had averaged £34.97 per kit from a turnout which included a good show of Icelandic plaice.

## Sue the cook gets new berth

THE WOMAN who was sacked as a crew member of a Stornoway fishing boat because of pressure from the wives of her fellow crew members, has been given a berth on another Stornoway boat.

Sue Hesp, 30, a divorcee and former policewoman from Mansfield, Notts., was sacked three weeks ago from the Highland Chief, skippered by Willie Campbell, on which she earned up to £90 a week as a cook-deckhand.

This week Sue was given a berth on the Stornoway fishing boat Sonos (Gaelic for 'peace'), skippered by Murdo Macleod. His

two sons are also crew members. Mr Macleod said yesterday: "I've no comment to make about my new crew member. I don't see that it is anyone's business."

After she was put ashore after ten weeks on the Highland Chief, because of pressure from the skipper's wife and the wives of the other crew members, she said there had been no romantic notions on board.

As far as sleeping arrangements in the confined quarters were concerned, they were the same clothes all the time during fishing trips and never took them off, even to go to bed, she said.

## EEC JOINS ATLANTIC FISHERIES PACT

THE EEC will be one of 15 signatories to the new multilateral convention setting up the North-west Atlantic Fisheries Organisation (NAFO) on October 23. This was decided by EEC Foreign Affairs Ministers meeting in Luxembourg on October 17.

The new convention replaces the International Convention for North-west Atlantic Fisheries (ICNAF), which had become outdated following the move to 200-mile fishing limits. Provided there are enough signatories, NAFO will come into force on January 1, 1979.

The EEC will contribute Can. \$74,264 annually towards the running costs of NAFO. This is the second largest share of Canada's Can. \$82,862. The USSR is the third largest contributor paying Can. \$72,133.

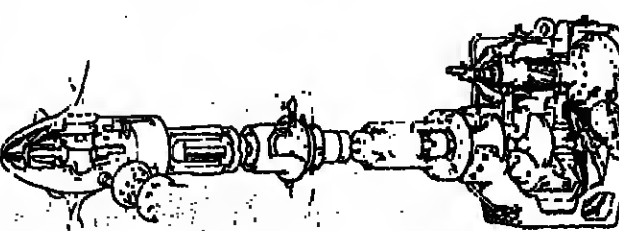
The EEC's decision to join NAFO follows the settlement of a problem with Canada concerning the allocation of catches in waters beyond the 200-mile limit off the Grand Banks and the Flemish Cap. Canada has secured the EEC that the special quota rights in these areas do not set a precedent for the allocation of quotas in other areas.

One significant point is that the USSR, which does not officially recognise the EEC and with whom it has no fishing relations, has

## A tidy sum! —

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Below: part of Aberdeen's new fish market under construction on Palmerston Quay. A similar building is to be erected along part of Albert Quay, on the extreme right in the picture. The local harbour board also has plans to develop a quay specially for seine net vessels.

**"I'll tangle with NSW anytime!"**  
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"There I am, swimming around and minding my own business — and suddenly I'm tangled up in a tangle net. Just as well there's a NSW net hauler at the other end to give me a smooth ride. Otherwise, well... I'd feel like a fish out of water."

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## Lobsters, crab and crawfish

"WE HAVE just about completed the 36 ft. GRP hull which you advised us to buy two years ago and fitted it out for potting."

"We would now like to know what sort of pots you would recommend us to use bearing in mind that, on the grounds we intend to work, crabs are more abundant than lobsters and that crawfish are not infrequently caught on them."

"We should also like to know which would be the best way to work the pots."

"Since crawfish will only enter pots with wide entrances I think that inkwell type pots with large diameter top entrances would prove most profitable."

You can get them with plastic-coated steel frames or with frames made entirely of plastic tubing from several manufacturers on the south coast and so transport costs would not be excessive."

I do not know how long plastic-coated steel frames last but I do know that some of the all-welded polythene tube frames made by G. C. Nantes when he started to produce them at Portsmouth near Weymouth ten or eleven years ago are still in use."

It has therefore been proved that they will withstand a great deal of wear and tear and, unless you have a preference for metal-framed pots, I think you would find them as satisfactory as any."

Frames of these pots are now made by G. C. Nantes at 68 Mellans, Portland, Dorset and N. J. & E. F. Ashworth at Stoverlake, Ashford, Aveton Gifford, Kingsbridge, Devon. They have 30 in. diameter bases, are 17 1/2 in. high and are designed to be fitted with 9 in. diameter entrances.

Entrances supplied with the frames are made of black polypropylene moulded to a design originated by the Ashworths.

They are smooth with an external diameter of 11 in. at the top and internal diameter of 9 1/2 in. at the top decreasing to 8 in. at the bottom. They are 8 in. deep, have belt bend retaining ribs scored into them towards the bottom and are so strong that it is customary to use them for handling pots on deck."

Over 88,000 of them have been sold since they were first introduced six years ago. Bases consist of 30 in. diameter grids moulded in heavy duty polypropylene. These bases have become popular because the section of the moulding cuts closely through the water and assists pots to ground squarely; also because shellfish have difficulty in clinging to them when pots are being emptied.

Makers of the frames recommend that they be covered with polythene instead of polypropylene netting as the former is more resistant to wear. They say that shellfishermen working off the coast of Dorset,

Devon and Cornwall have found that it pays to cover them with two layers of brelded netting.

The pots should be weighted so that each weighs 15 lb. underwater and binding frames to outades of bass with strips cut from rubber tyres is recommended as it not only increases weight but gives protection against abrasion.

Normal practice on the south coast is to work Nantes pots in strings of up to 60.

The ends of a bridle are attached to each pot, one on either side about 6 in. above the base, and the doubled end of the bridle to a Nantes spinner — a simple, ingenious device made of nylon which

the wheelhouse to steer — I happened to go down to the engine room to get a eberpening stone. I noticed that the engine — an 88 hp diesel — seemed to be getting better than usual.

"Looking at the thermometer and oil pressure indicator it was immediately obvious that there was an oil leak somewhere."

"I stopped the engine and we later found a small fracture in one of the pipes."

"I don't want to run the risk of the same thing happening again nor do I want to go to the trouble and expense of installing monitoring equipment. Is there any alternative?"

■ One way to prevent a

## John Burgess' Log



facilitates disentanglement of legs and backropes. To the other end of the spinner is knotted a 12 ft. "leg" of three-strand rope. Legs are spliced to a 1 in. circumference (14 mm diameter) leaded polypropylene backrope at 15 in. intervals.

To either end of the backrope are attached either a heavily weighted pot or a 28 - 56 lb. weight — 150 - 250 ft. of 1 1/2 in. braided terylene line — an 8 in. or 9 in. diameter deep sea float — 60 - 100 ft. of smaller circumference braided terylene — and a den or marker buoy. Strong, small circumference line is used between deep sea float and den buoy to present minimal resistance to tide.

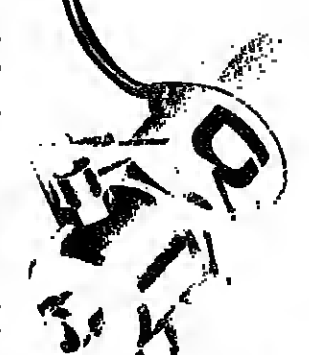
The deep sea float is attached to a line of sufficient length to ensure that it will float at low water and so enable gear to be recovered should the den buoy be cut adrift.

## Engine protector

"RETURNING to harbour at full speed — both of us gutting on the foredeck and using a secondary wheel on the foredeck of

similar mishap would be to fit a device known as an Interlube Lostop somewhere between your fuel tank and injection pump."

It consists of a cut off valve and temperature control unit



An Interlube Lostop Valve — helps stopping oil leaks.

and is designed to give complete protection against damage caused by overheating or oil pressure loss.

Normally, when the engine is running, the valve is held open by oil pressure. Should the latter fail, it will close progressively until pressure falls to a dangerously low level and then close completely in order to cut off the supply of fuel to the injection pump.

Should engine temperature

rise to a potentially dangerous level, the temperature control unit will stop the engine within a few seconds.

An Interlube Lostop is a safety set to quit your engine and is supplied complete with all fitting and necessary piping. It is illustrated in the accompanying photograph and is also supplied with it and the manufacturer says that a competent mechanic can carry out the work within an hour.

Further particulars of the device, which is suitable for use with 50-500 hp diesels, are obtainable from Interlube Systems Ltd., Eastover Road, Plymouth, Devon — a company which also makes remote control stern tube lubricators.

## Distress signals

"I ALWAYS carry a 12 bore shotgun on board and three weeks ago, learning what the sound replacing some distress rockets would be, thought that it might be practical to get some tracer cartridges instead."

"I thought that I was then, in an emergency, able to make distress signals to a gun or other ship about a minute and a half or so, and that the rockets or shells, throwing stars fired one of a number of intervals simultaneously. However, local gunsmith told me that tracer cartridges are no longer being made."

"Do you know if it is possible to get small Very or cortridges, throwing stars suitable for firing from a 12 bore gun?"

"You can get 12-bore cortridges which throw red stars but they are primarily designed for firing from a special flare pistol. They can be fired from an ordinary shotgun but the manufacturer does not recommend the practice — perhaps because they may damage the cylinders."

They are made by Paces Wessex Ltd., High Post, Salisbury, Wiltshire, and supplied in minimum quantities of 24 boxes containing 12 cortridges each.

To acquire such a quantity would probably cost you considerably more than acquisition of the number of cortridges which you are officially required carry. And though firing such cortridges would make efficient visual signals, it would not make signals as audible as the firing of ordinary 12-bore cortridges fired with shot.

Fishing Co. She is the 120ft. Corisbrook built by Cochrane & Sons Ltd. of Hull.

NAUTICAL Exhibition and Fair held at Bolton Town Hall on behalf of Misonel to Seamen is a big hit. Scarborough Steam Trawling Co. held net breeding exhibition and shows on fish catching, handling and conveying were given.

NEGOTIATIONS between Aberdeen Trawl Owners' Association and Fish Traders' Association result in agreement to float company to acquire fleet of Icelandic trawlers for Aberdeen.

TWENTY-ONE-year-old crewmen of Irish trawler William Carle were to the death in violent gale along coast of Scotland.

CATCH of haddock from Greenland landed at Grimsby by St. Mirer (Grampian) made £2,800.

353,581 CWT. of fish caught by British trawlers landed at Grimsby.

THE 137ft. Belgian trawler, transferred to Fleet fishing fleet, she will be for herling off west fish coast.

# MORE MARKET SPACE SOON AT ABERDEEN

PART OF Aberdeen's long-awaited new fish market is expected to be operational by the end of this year, with a further section due to be ready for next spring.

A new 354 ft. single storey building is now under construction on the rebuilt Palmerston Quay, at the western end of Albert Basin. This prefabricated structure with an area of 2,250 square yards.

Work is well under way on the reconstruction of the west end of Albert Quay and a 289 ft. shed of similar design to that on Palmerston Quay will be erected here.

The entire rebuilding work is being carried out at a cost of about £1 m. with grant aid from the Department of Agriculture and Fisheries for Scotland.

Main contractor for Palmerston Quay, Albert Quay and the Albert Quay building is the civil engineering firm, Lilley Construction. George Wimpey is the main contractor for the Palmerston building.

Aberdeen has been working with severely restricted market facilities since April when about 1,000 ft. of Commercial Quay West was withdrawn from service for safety reasons.

A new fish market had been in the pipeline for some years and, in fact, Aberdeen Harbour Board had received approval in principle from DAFS for such a project as far back as 1973. However, it was still waiting for formal government sanction when the section had to be shut.

It had originally been proposed to build quite lavish new market buildings at Palmerston Quay, which

would also incorporate offices and underground car parking. But, as the closure of Commercial Quay West left the industry with only 700 ft. of market space, the board urgently put the revised and less sophisticated project in hand.

It also built a temporary shed on part of Pacific Wharf adjacent to the existing market to provide some additional space.

Motorised trolleys were also made available so that some boxed fish could be taken from the boats to an area along the rear of the condemned Commercial Quay market for auction.

Speaking to Fishing News, Jim Gordon, manager of Aberdeen Inshore Fishselling Co., said: "There have been problems because of lack of space."

"But we have coped well during the emergency owing to the close co-operation of everyone in the industry."

Charles Small, a director of the John Wood Group, said: "There have been hold-ups, particularly on days of heavy landings."

He also said that the Trawler Owners' Management Committee, which was set up to deal with the emergency, has worked quite well.

Owners and skippers have regulated landings as much as possible to ensure a fairly even throughput of catches.

When the Palmerston and Albert Quay markets are in use, the Harbour Board plans to develop the old Herring Market at Mearns Quay, on the River Dee, as a fish quay for seine net vessels.

The board is seeking grant aid for this, for the complete reconstruction of Commercial Quay West and its fish market building.

## ...CALEY ON FULL SERVICE

THE 85 ft. wooden trawler Constellation has become the first boat to use the full handling and settling-up facilities offered by the Aberdeen division of Caley Fisheries (Peterhead) Ltd.

Caley opened an office in Aberdeen at the beginning of the year, but since then has been acting only as a fish-selling agency.

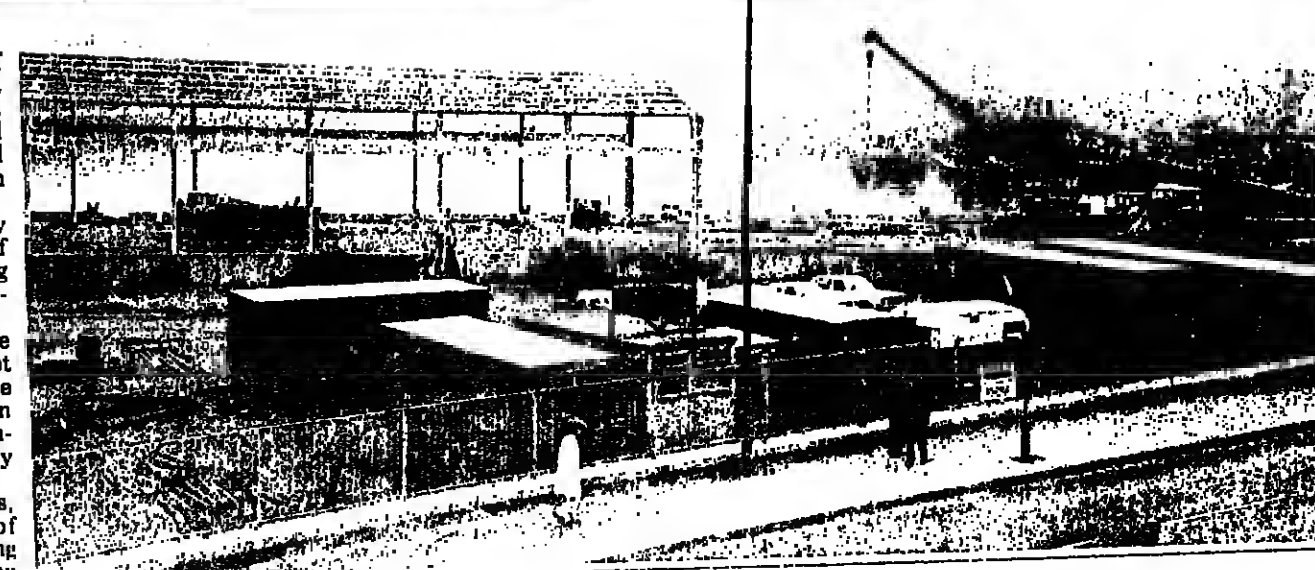
It is planned to offer a complete agency service to many more vessels at Aberdeen and will be in a position to attract boats to the port when the new fish market comes into use.

Since January the office has been very busy selling fish consigned to Aberdeen from other ports in Scotland and England.

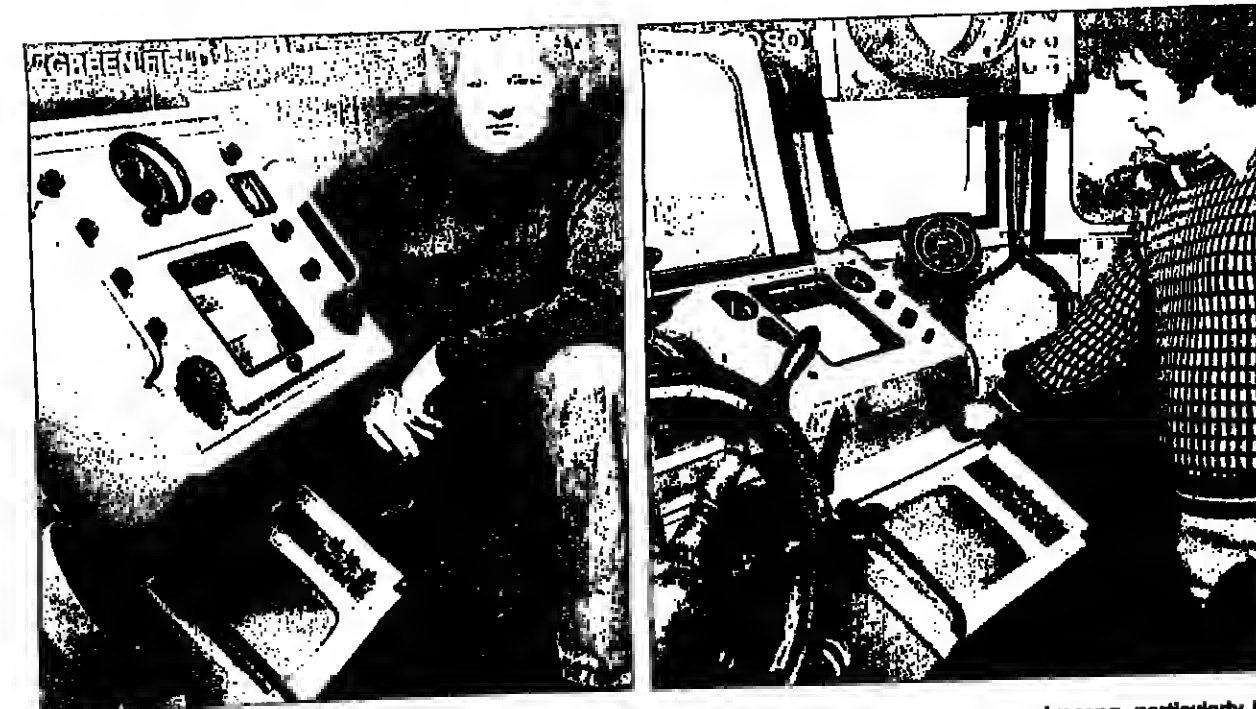
It has also handled the catches of Caley-operated vessels which have landed in Aberdeen, although these boats have settled-up through Caley offices in other ports.

Caley also acts as Aberdeen selling agent for all vessels owned by British United Trawlers and for three fleet-line boats: Rodation, Strachans and Brighter Hope.

Constellation became the first boat to work entirely through the Aberdeen office when she was bought recently



Simrad SQ4 and SL sonars together with the new CQ Sonar Scope offer: ■ Long range detection ■ Excellent definition of MACKEREL, HERRING, PILCHARDS and SPRATS.



It has been said that mackerel could only be seen on high frequency sonars. This has been proved wrong, particularly by Mr. Tom Stevenson of 'Green Field' and Mr. Alan Nicholson of 'Pescosco II'. The skippers of 'Green Field' and 'Sedulous' were also among the first to detect mackerel on their SQ sonars at 1200 to 1750 m. and other fish at the full 2500 m.

Mr. Stevenson (SQ sonar) is very impressed with the large CQ scope. Its memory store gives a steady picture, making it easier to determine the size, shape and direction of the shoal. "A lovely picture" he said, "a big advance on existing scopes." He gives good returns at 2500 m. with mackerel at 1250." He also liked the master/slave facility and very short ranges provided.

Mr. Nicholson was the first to try out a modification to the SL sonar which greatly improves fish detection, especially mackerel. "I'm very pleased with this" he said "I'm getting mackerel at 1500 m. by day and 500 by night." He was also delighted with the new CQ scope, particularly the definition, master/slave facility which saves paper, and the offset arrangement.

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# CARVIDA

## -another Forbes seiner-trawler

FRASERBURGH'S new seiner-trawler, the *Carvida* which ran successful trials from the port this month, is a lavishly-equipped vessel.

Named after her skipper's three daughters, *Carvida* will start off seine net fishing from Peterhead, but is also equipped for single and two-boat trawling. She is a typical example of the large and hefty transom-sterned and wooden-hulled boats which the Forbes yard has built in recent years.

*Carvida* was built by J. G. Forbes and Co. of Sandhaven for Skipper Andrew James Buchan, his son and fish salesman, John Buchan and Son Ltd. Skipper Buchan was formerly in command of the 100 ft. steel-hulled vessel *Golden Promise* which has now been sold to Peterhead owners.

The vessel joins the growing number of Scottish craft to be fitted with a controllable pitch propeller and gearbox from Ulstein of Norway.

### Control

Supplied through Ulstein (UK) Ltd. of Dunfermline, the equipment incorporates a model 230 (A) GSC gearbox which has a reduction ratio of 3:1 and is coupled to a three-bladed propeller with a hub of manganese bronze and blades of nickel aluminium bronze. Both the shaft and stern tube were also supplied by Ulstein.

Skipper Buchan said that he chose a CP propeller to have better control over the speed of the boat.

*Carvida* is the first new building in Scotland to be fitted with Marconi's Koden Chromoscope K echo sounder, in this instance a model CVS-885. The Chromoscope K presents information in colour on a TV-type screen.

Echograms are represented in eight different colours and, according to density, provides accurate and comprehensive information about fish shoals, the sea bed and plankton zones.

The CVS-885 displays echograms on an 11 in. cathode ray tube screen and has a normal sampling range in five depths from 0-80 m. down to 0-1,280 m.

Soundings can also be

Continued on page 14

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on choosing Sea Star  
and Red Star Fibre Film  
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new vessel **CARVIDA**

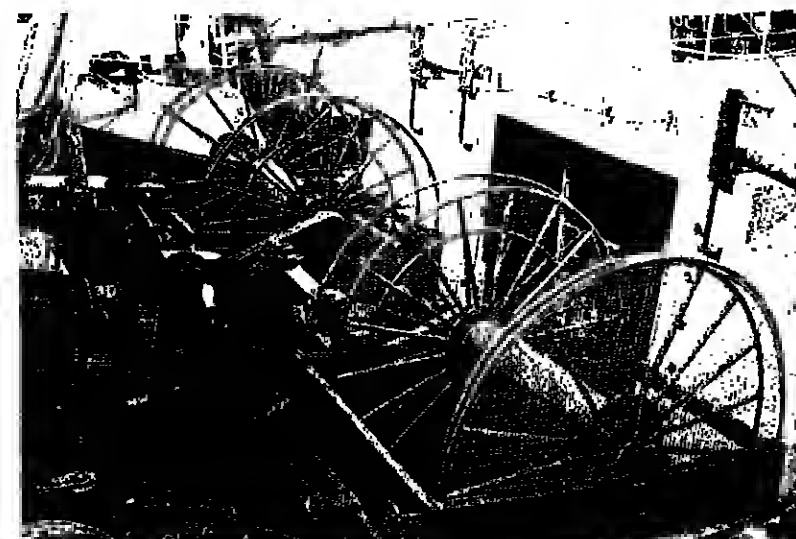
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## Power and Efficiency from Lossie Hydraulics



The crane for the Lossie Power Block is stepped on the deckhouse top, thereby leaving the aft deck clear.

Skipper Andrew James Buchan chooses **LOSSIE HYDRAULICS** for the new **CARVIDA**

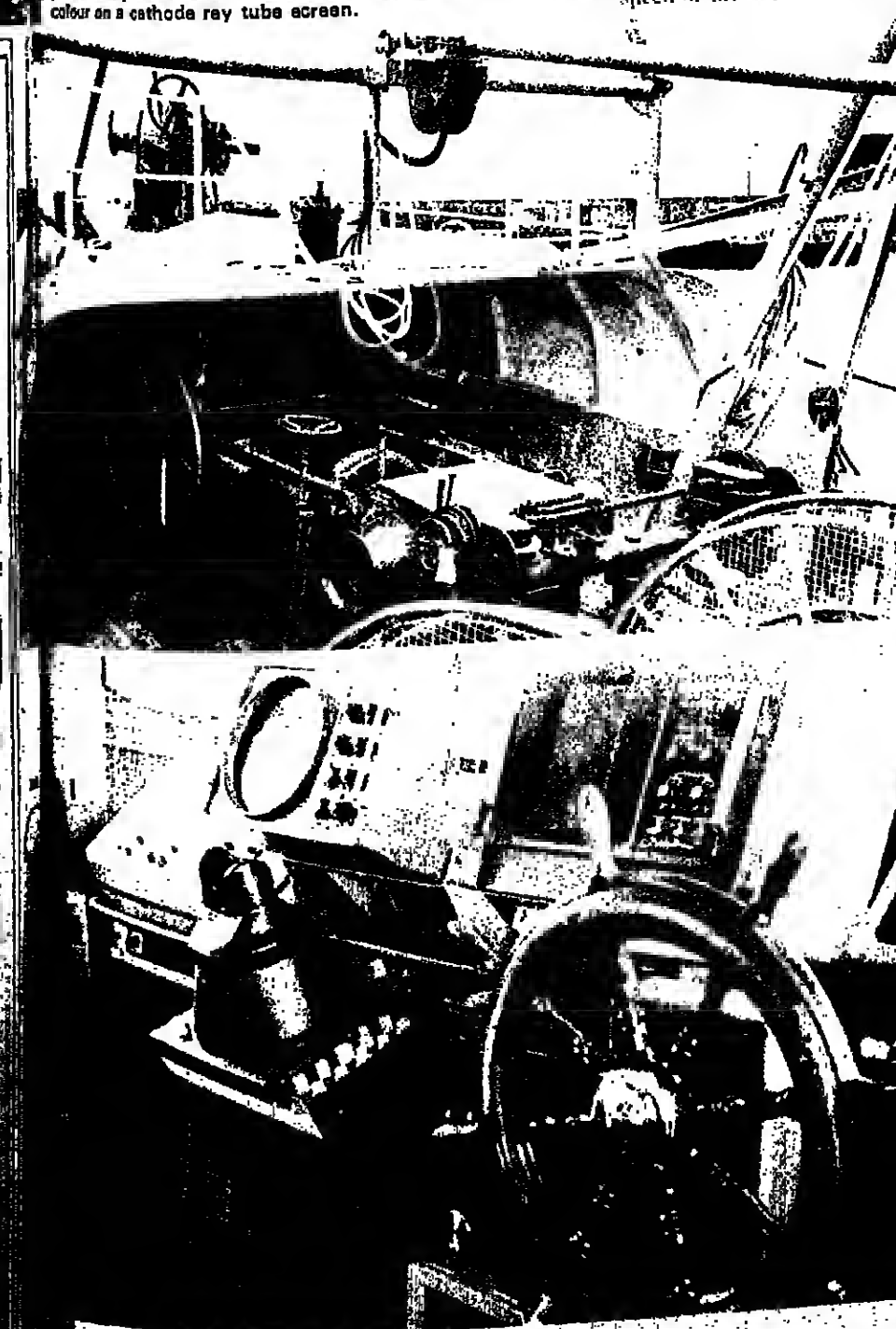


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Best wishes to  
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## STEPHEN AND McNAB MARINE PLUMBERS

ALL GOOD WISHES TO SKIPPER  
ANDREW JAMES BUCHAN  
TOGETHER WITH HIS PARTNERS  
AND CREW ON

## CARVIDA

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## SCHOOLHILL HYDRAULIC ENG. CO.

Are pleased to have supplied the  
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### Stern Rope Rollers

and wish her every success

Also manufacturers of hydraulic  
cylinders 50 ton workshop presses  
N.C. Intricate profile turned com-  
ponents.

Greenbank Place, Aberdeen  
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## JOHN DRUMMOND (ENGINEERS) LTD

manufacturers of the

### 'CURTIS' BATTERY CHARGER

with the skipper and crew of the

### 'CARVIDA'

bon voyage and successful fishing

Test Lamps and Leads

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Telephone: 041 948 3315. Telephone 777875

Continued from page 13

Carvida is powered by a  
Mirreles Blackstone ESL6M  
engine of 825 hp at 900 rpm  
which has compressed air  
starting and is fitted with a  
Brown Boveri turbocharger.

Equipment belt-driven  
from the extension shaft at  
the fore end of the engine in-  
cludes a Gilbert Gilkes and  
Gordon 3 in. Gilme bilge and  
general service pump, a  
McLure 20 kW 220 V  
generator and the standby  
hydraulic power pack for the  
deck machinery.

### Contractors

As is customary with boats  
from the Forbes yard, a  
number of Fraserburgh sub-  
contractors were involved in  
her building.

Engineering work was  
carried out by the Seaforth  
Marine Engineering Co.,  
while the electrical work was  
handled by Alexander  
Stephen. Both the plumbing  
and hydraulic installations  
were made by Stephen and  
McNab and steel and  
aluminium fabrication work  
was by Mitchells (Fraser-  
burgh) Ltd.

A Worthington Simpson air  
compressor, and a  
Transmotor 24V battery-  
charging generator, are  
driven from the after end of  
the engine. Pelican Engineer-  
ing (Sales) Ltd. of Leeds  
supplied the auxiliary  
generating set based on a  
Gardner LXB engine of 127  
hp at 1,500 rpm.

A McLure 10 kW 220 V  
generator, a GGG 3 in. bilge  
and general service pump,  
also the Worthington Simp-  
son air compressor, are

Above: the large capacity seine  
ropes reeled aboard Carvida are  
from the Lossie Hydraulic Co.

Some 4,700 gallons  
oil are carried in tank-  
engine room and at the  
stern.

On deck, a  
Laurson 20PK seine  
trawl winch is installed  
shelter of the wheelhouse  
trawl drums lie on the  
barrels.

The Lossie Hydraulic  
of Falkirk supplied the  
drum system of rope  
reels, the power block  
crane assembly, also  
cargo winch.

The power block was  
stepped on top of the  
deckhouse to leave the  
at the stern completely  
clear.

Trawl galleys are fitted  
the starboard bow and  
both quarters, and the  
winch is located on the  
ding derrick.

Bridon Fibres and Plas-  
tic of Aberdeen has supplied  
mm. diameter Sea Star 24  
mm. Fibresilum seine

ropes.

Ventilation fans in the  
engine room were supplied by  
Carco Accessories Ltd. of

Kilsyth, while sand-  
are by Merlin Cerin.

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The 87 ft. Carvida — Fraserburgh's newest trawler.

From page 14

rope to Carvida, also 26 mm.  
diameter Red Star seine net  
rope.

A Rapp anchor windlass is  
carried on Carvida's  
whaleback, and a standby  
Reed's rope coiler is fitted  
between the winch and rope  
reels.

### Driven

All the hydraulic gear-  
handling machinery is driven  
from the powerpack on the  
auxiliary engine, and all but  
the seine and trawl winch can  
also be powered by the  
hydraulic pumps at the fore  
end of the main engine.

Carvida has been supplied  
with seine rope stern rollers  
from the Schoolhill  
Hydraulic Engineering Co. of  
Aberdeen. This firm has  
made a return to the fishing  
industry after an interval of  
ten years and supplied a  
similar set of rollers to the  
Peterhead-based seiner Mary  
Cogan a few months ago.

Except for the deck shelter,  
which is of aluminium, all the  
superstructure is made of  
steel. Chalmitt floodlights are  
housed on the superstructure  
and a Francis searchlight is  
fitted on the wheelhouse top.  
The compressed air horn is  
by Secomak.

### Instruments

A wide range of electronic  
instruments is carried in  
Carvida's wheelhouse. In ad-  
dition to the Chronoscope  
echo sounder, Marconi has  
supplied other units including  
Weimar SS230 sonar; Kodak

Fishgraph K SRM-872-AV  
echo sounder; Kodak NM-  
850A net monitor; "Sailor"  
T126 R105 ash radio  
telephone; two "Sailor"  
RT144B vhf radio  
telephones; Warden 111  
Watchkeeping Receiver;  
Minicall 11 Intercom system;  
and Kodak MD-505 11 radar.

Equipment from Decca  
comprises 450 automatic  
pilot; 914 radar with VP2 pic-  
ture enhancement unit; 360T  
track plotter; two Mk. 21  
Navigators and dual receiver-  
plotter switch. Tenford 115  
ESG steering gear is coupled  
to the autopilot.

One of the wheelhouse win-  
dows is fitted with a Speich  
slide-type wiper.

### Galley

A small cabin for the  
skipper leads off the after  
side of the wheelhouse and  
there is a Parkinson Cowan  
gas cooker fitted in the galley,  
with a separate messroom  
arranged below the  
wheelhouse.

Other accommodation in  
the deckhouse includes a  
shower, toilet and wash basin.  
Hot water is supplied by an  
immersion heater.

Bunks for eight are arrange-  
d in the crew's cabin, below  
deck aft. Central heating is  
supplied by Dimplex oil-  
filled electric radiators and  
there is a storage heater in the  
cabin. Some 800 gallons of  
fresh water are carried in the  
stern.

Electric equipment includes  
a Gondolastic Gas Sentry  
Mk. 3, and the engine room is  
protected with a Marinex

## Good wishes

to Skipper Andrew James Buchan  
and his Partners of

## CARVIDA

from her builders.

All classes of Fishing Boats built to order

## J. & G. FORBES & CO

Prop. R. R. Forbes

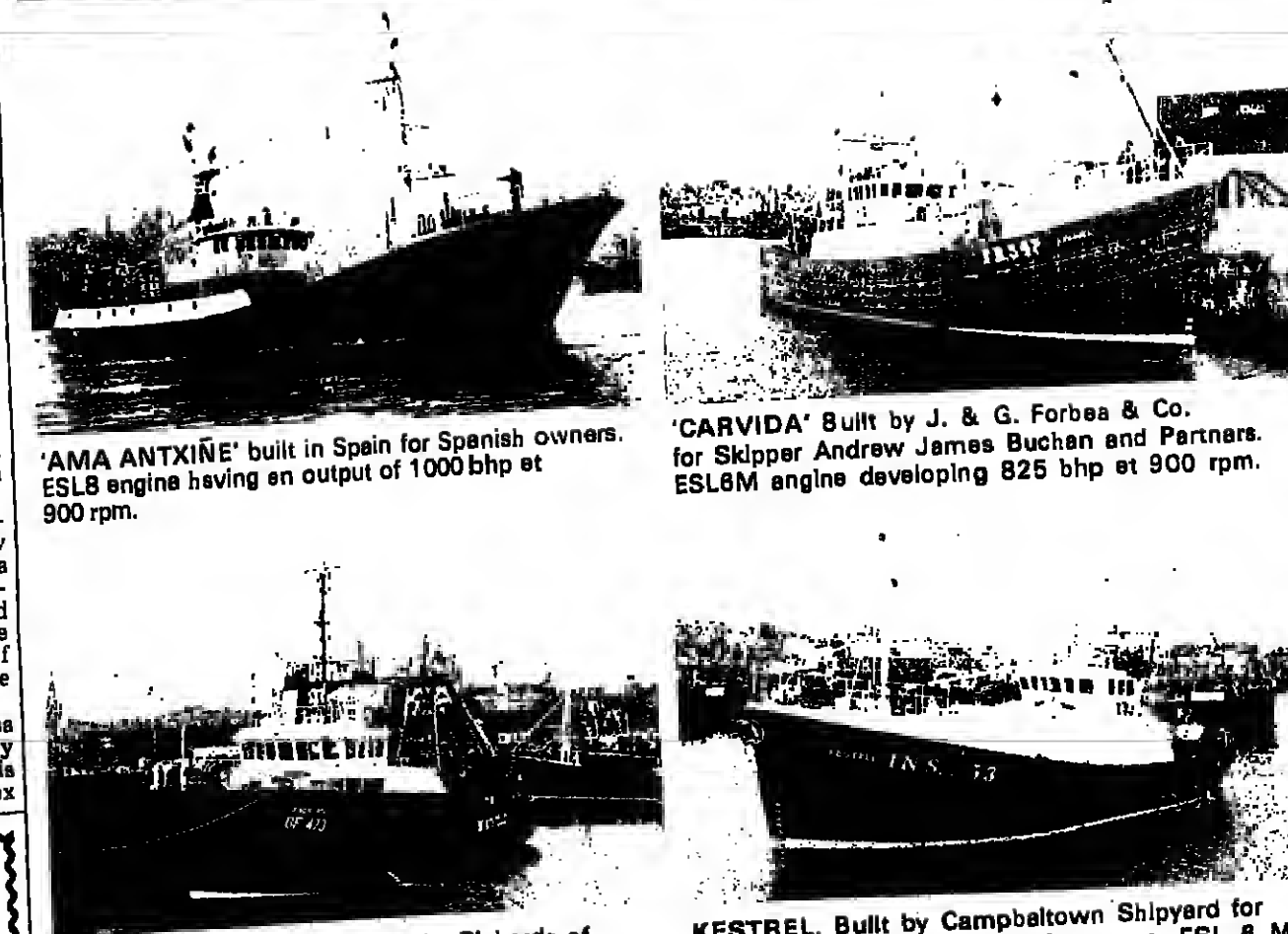
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FISHING NEWS



## Mirrlees Blackstone marine diesels from 200 to 10,000 bhp



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ESL8 engine having an output of 1000 bhp at  
900 rpm.

'CARVIDA' built by J. & G. Forbes & Co.  
for Skipper Andrew James Buchan and Partners.  
ESL6M engine developing 825 bhp at 900 rpm.

RIVER DEE. Stern trawler built by Richards of  
Lowestoft for Skipper William Wilson and Partner.  
ESL 8 M air starting propulsion engine with  
continuous rating of 800hp at 800rpm.

KESTREL. Built by Campbelltown Shipyard for  
Skipper Ian Sutherland of Hoparmen. ESL 8 MGR  
air starting engine with continuous rating of  
800hp at 750rpm.

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for trawler operation



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Telephone: 0780 4441. Telex: 32234  
Hawker Siddeley Group supplies standard and mechanical equipment with world-wide sales and service.





Continued from page 15

Halon 1301 'BTM 82' gas extinguishing system supplied by Anglesey Fire Protection and installed by Stephen and McNab of Fraserburgh.

A Marinex 242 fire detection and alarm system protects the cabin and engine room to give early warning and indication of a fire or overheating. This alarm system from Anglesey Fire Protection was installed by Alex. Stephens.

#### Systems

The electronic bilge warning system and the gas detection system were also supplied by Anglesey Fire Protection.

The fishroom is insulated on the bulkheads and fitted with steel posts and wooden division boards. It is served by two steel hatchways with aluminium covers.

Left: the crane for the Losale power block is fitted on the dockhouse top leaving the after deck clear of obstruction.

## FOUR YEAR PAINT JOB

INTERNATIONAL Paints has developed a new paint primarily designed to restore the finish to GRP hulls.

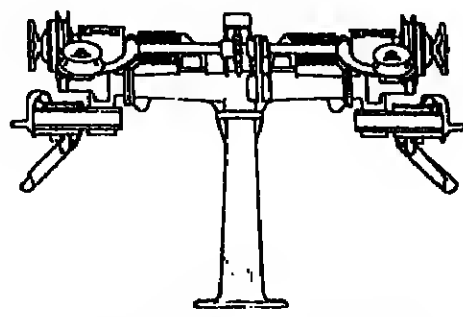
One of the problems with earlier paints of this type was the rapid loss of the gloss finish, but International have overcome this by the addition of a special solvent system.

The new paint is a two part polyurethane paint, called 'Perfection 709', it will last for up to 4 years without any loss of gloss and for up to 10 years without loss of its protective qualities. It meets the need of a painting system which will compensate for the wear on the gel coat of GRP hulls.

At the same time International has introduced an abrasive cleaner which is used for the preparation of hulls prior to painting. This cleaner is a water emulsifying material which will remove, oil, grease and wax parting agents.

The paint is available in a wide variety of colours and drying time is 3-4 hours. International offers a full technical advice service with these new products.

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EASY MAINTENANCE • TOUGH CONSTRUCTION

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WAVELEY IRON WORKS, EARSHAM STREET,  
BUNGAY, SUFFOLK, ENGLAND  
Telephone: Bungay 2395 & 3159. Telex: 975199

# Mackay builds again

MACKAY Boat Builders of Arbroath is building a 55 ft. wooden hulled sner trawler for owners in Ayrshire.

She is the first boat to be built at the yard since it delivered the 58 ft. *Sparkling Star* (above) to Skipper James Robb of Scalloway in 1976.

Designed by the Napier Co. (Ar-

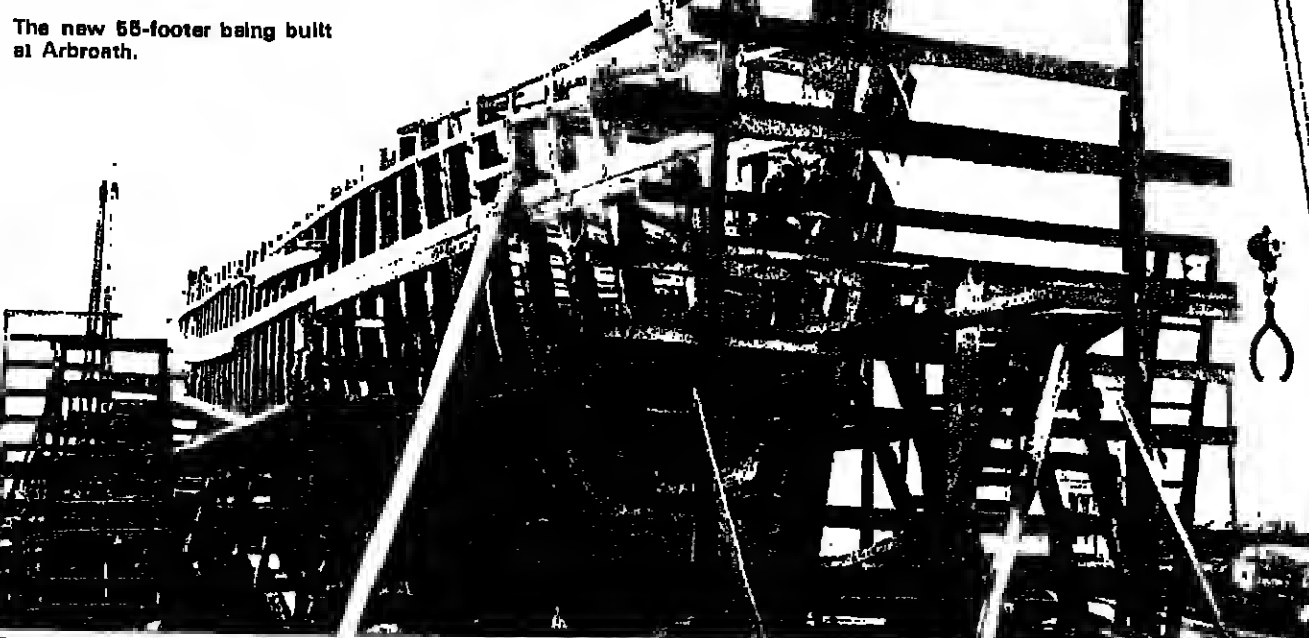
broath) the new vessel has been ordered by Messrs Ruddock of Minihant in Ayrshire and will have a beam of 18 ft. 5 in. and a transom stern.

The main engine will be a 365 hp Caterpillar 3408 marine diesel and the auxiliary engines will be of Lister manufacture.

Gar handling machinery chosen for the boat includes Northern Tool and

Gear Mastra seine and trawl winch, Lossis Hydraulic power block, Beccles rope coiler and Whala rope leads. Electronics are to include Simrad echosounder, Sailor radiotelephones, and Decca radar.

A Francis searchlight and Tenford steering gear will also be fitted. This superstructure will be of steel fabrication.



The new 55-footer being built at Arbroath.

# TRAWLER WRECKED IN TEA BREAK

A BRIKHAM deckhand fished a cup of tea and left the wheelhouse unattended. But his action led to the wrecking of the 65 ft. £40,000 trawler *Yvette* on rocks off Prawle Point and cost him £175 in a Devon magistrates' court last week.

Christopher Lidstone (19) of Brixham was fined £75, with £100 costs by Kingsbridge magistrates after admitting failing to steer a safe course and seriously damaging the trawler.

Henry Bradshaw, prosecuting for the Department of Trade under the Merchant Shipping Act, said that Mr. Lidstone was left in charge as *Yvette* was heading towards the Edystons Light on March 12.

Skipper Mike Thomas had offered Mr. Lidstone the chance of taking charge as they approached Start Point and explained the course to

follow. He was aware that the radar was not working 100 per cent, but there were readings and echoes of land.

Mr. Thomas then joined the rest of the crew to sleep below while Mr. Lidstone took the wheel.

When *Yvette* passed Start, Mr. Lidstone became concerned about the radar and thought he would call the skipper, but first he decided to make a pot of tea for the crew.

#### Unattended

For ten minutes the wheelhouse was unattended, Mr. Bradshaw continued. When he returned he looked at the radar again just before the trawler crashed on to rocks.

Mr. Thomas faced the wheelhouse and asked Mr. Lidstone how the accident had happened. He did not

know and denied that he had been asleep.

Mr. Bradshaw said that *Yvette's* top speed was 11 knots and she had all navigational aids, apart from an automatic pilot.

The rescue operation in which the crew were saved by helicopter and breeches buoy also involved a frigate, a lifeboat and a Dutch salvage vessel. *Yvette* was a total loss and was still on the rocks.

The department looked very carefully at the case before deciding to press ahead with it, said Mr. Bradshaw. "It is a very unfortunate case for a young man who clearly has a love for the sea."

In a statement Mr. Lidstone said he was certain he had locked the wheel before going to make tea. He reckoned that the trawler should have steered a straight course, but when she did not he thought she must have

been affected by the tide as she went inshore and crashed on to rocks.

Mr. Lidstone told the court that he was still working as a deckhand on another trawler for £80 to £100 a week.

#### No evidence

Ronald Sawall, Department of Trade inspector, could find no evidence to support the claim that the wheel had been locked.

"He is an excellent worker and very efficient," said Skipper Thomas. He said that he had often put Mr. Lidstone in charge of *Yvette*.

But he thought that although the radar was not functioning properly Mr. Lidstone could have plotted to the Decca track which Mr. Thomas said he had

Mr. Thomas said he was leaving the wheelhouse to Mr. Lidstone and about ten minutes he was obeying orders.

October 27, 1978

## Bigger still in wood

THE LARGEST wooden trawler ever built in Ireland was launched last week.

The 86 ft. *Emer Maeda*, a transom sterned trawler of Irish and native oak, was built at Baltimore, Co. Cork, by the BIM (the Irish Sea Fisheries Board).

The vessel was commissioned for Skipper Charles Gallagher of Dunkinelly, Co. Donegal, and this ceremony was performed by Des McGraas, manager of the Boatbuilding Division of BIM.

Accommodation is for an eight-man crew and is centrally heated throughout.

Skipper Gallagher hails from one of the oldest fishing families in the Irish north-west. In 1969 he took command of his first BIM-built trawler, *Mother's Wish*.

Conscious of the advantages of greater horsepower and carrying capacity, he bought *Mollie*, a 75 ft. Norwegian-built vessel in 1972 and operated her up to 1977.

#### Top skipper

Marrised with five children, he has been among the top skipper in Killybegs in recent years and the vessel has been named after two of his daughters.

Skipper Gallagher, together with his four brothers, comprise one of the few family fleets in the Donegal area.

This is the third trawler completed by Baltimore Boatyard, this year, the previous two being 80 footers.

The previous largest home-built trawler was an 82-footer from the privately run Mervin Boatyard.

October 27, 1978

# ROOF DANGER SHUTS MARKET

PART OF Lowestoft fish market and the quay area where trawlers unload has been closed because of the dangerous condition of the large canopy roof.

The shock decision by the British Transport Docks Board to close the area along most of the western side of the Waveney Dock — has angered trawler owners and fish merchants.

"Diabolical" was the comment of Aubrey Moore, president of the port's fishing vessel owners' association, a comment endorsed by a number of trawler owners and local merchants affected.

A number of fish merchants quickly moved to other premises on the market, while talks went on last week for trawlers to land at another quay.

The reason for the sudden closure of most of the west side of the dock came when serious defects were revealed in the roof structure during inspection work, said docks board engineer Keith Russell.

"We know the roof was in not too good a condition — the area is one where we are working out redevelopment plans. It is an old structure", he said.

"But we didn't know its condition was so far gone. On safety grounds we had to take this action. The firms affected have been understanding and co-operative."

"The roof has got to come off and we shall be reviewing the whole position". Firms involved in handling inshore landings feared trawler landings would have to be switched to their section of the market.

A spokesman for Ness Point Fisheries said there appeared to be a danger of them being "squeezed out" but the firm and B.F.P. later said they had reached agreement with the Docks Board and would be able to continue normal working.

Trawler owners hit out angrily at the docks board move — and claimed it was due to lack of adequate

maintenance. An average of four or five trawlers landed their catches daily, said Peter Leighton, secretary of the owners' association, and they could not be "run like a train service".

"This is the result of years of neglect by the Docks Board", he said. "It's presented us with a hell of a problem. It is going to be extremely difficult to fit in with the docks board request to switch trawlers around."

Aubrey Moore said it was "diabolical" that the docks board should ever have allowed the structure to reach that stage," he said.

"We have been negotiating with the docks board for some time now about redevelopment plans for the area, costing somewhere in the region of £14 m. It almost makes you wonder whether the docks board is hoping to get all the money from the fishing industry and in grants — without laying out a single penny of its own."

Plans had been announced recently by the docks board to expand commercial trade but the fishing industry was "getting a raw deal," said Mr. Moore.

"While some other fishing ports have been struggling to survive the industry at Lowestoft has kept its head above water," he said. "But it's no thanks to the docks board."

"They should be giving us a bit more encouragement — and this latest incident is no help at all to a struggling industry."

Below: Lowestoft market last week. The condemned roofing is seen along with inshore trawlers landing their catches.

## Aberdeen trawler fitting out

A 98FT. STERN trawler for Aberdeen owners was launched from Richards' Lowestoft shipyard last week and is now fitting out.

She was named *Louise J.* and is for George Wood Ltd.

Mrs. Joyce Wood, wife of William Wood, chairman and managing director of the firm, launched the steel-bullded craft.

The engine room of the new stern trawler is forward and the net stows aft, leaving the amidships section for carrying fish.

#### Automated

A fair measure of automation in the handling of fishing gear has been achieved by the use of an automatic system of control for the trawl winches.

In addition to simplifying the shooting and hauling of the gear, this system reduces the likelihood of damage to nets while fishing on

rough ground and is intended to improve fishing performance during heavy weather.

Ballast tanks in the stern of the vessel enable the skipper to control the draught of the trawler within fairly wide limits to suit the differing requirements whilst steaming and fishing.

#### Comfort

Particular attention has been paid to improving crew comfort by reducing noise levels in the accommodation. The deck separating the accommodation from the engine room has a far higher standard of sound insulation than normal and internal divisions float on rubber mounts.

Before the launch, Mrs. Woods was presented with a bouquet by 16-year-old Brian Freeman, a first-year filter apprentice who is at present attending Lowestoft College of Further Education for basic training.



Joyce Wood, wife of Aberdeen owner William Wood, ready to launch *Louise J.* The 98-footer is now being completed.







1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26







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Continued from Page 23

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# fishing news

November 3, 1978

No. 3403

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**MIRRELES BLACKSTONE DIESELS**

## COMMENT

### IS THIS THE SELL-OUT?

**BRITISH FISHERMEN** will shortly face a rare moment of truth on their future within the EEC. And it could be a bitter pill to swallow.

Suddenly, after five years of wrangling, there is an almost indecent haste by the British Government to get a Common Fisheries Policy agreed before the German presidency of the EEC Council of Ministers ends on December 31.

All the brave and determined displays by Minister John Silkin have been negated by a time limit imposed on him by Mr. Callaghan and Helmut Schmidt, the West German Chancellor. Instead, some weeks ago, they committed themselves to getting an agreement by the end of the year. This flies right in the face of the fishing industry's opinion, which has always been that no deal was better than the wrong deal.

We suspect that an agreement has already been worked out in principle between Britain and Germany, over Mr. Silkin's head. In an interview in *Fishing News* this week, Josef Ertl, the West German president of the EEC Council of Ministers, makes it quite clear that Mr. Silkin cannot hold up an agreement by saying that the issue can be resolved at Foreign Office or Head of State level.

There is also cold comfort from Herr Ertl on 12-mile exclusive zones, which he says must embody the principle of historical access.

Mr. Silkin also now seems to be working along these lines, by agreeing to a working party from member states being set up to examine the situation of historical rights within Britain's 12-mile limit. The suspensions that surround this move could have been cast aside if the Germans and the British had clearly stated that the working party was going to apply itself to the problem of phasing out exclusive rights.

The 12-mile exclusive zone has been the very plank of British negotiations within the EEC. "Dominant preferences" and "Sea Lion's share" of a wider outer zone have always been regarded as something of a woolly solution.

If the finger of the Foreign Office is detected in this latest rush for an agreement, then we can only resign ourselves to a sell-out of British fishing interests.

Foreign Office officials are always prepared to sell their grandmothers for the sake of diplomatic relations. The capitulation to Iceland over fishing proved this.

## Blockade threat as... SOUTH-WEST 'FESTERS'

**SMALL - BOAT** fishermen in Cornwall are planning to blockade the port of Falmouth unless vessels over 80ft. are banned from working inside the six-mile limit. Tempers boiled over last week when a shoal of mackerel appeared off Loos and 21 trawlers and purse seiners from the North swept in and took the lot. "There was just nothing left for us in the morning," said one local fisherman.

Plans for the cancelled blockade last week would have meant Falmouth being closed to all maritime traffic. Boats would have lined up across a mile long stretch of water.

With the season just opening, local men feel that the situation is going to get worse for them when the bulk of the Scottish purse seine fleet arrives.

"We have just got to do something to save our livelihoods," said Penryn fisherman John Haswell, who led the move to get a blockade going last week. This action was called off at the eleventh hour and a telegram has now been sent to Fisheries Minister John Silkin urging him to bring in a six-mile ban on the big boats.

If there is no response from the Minister, John Haswell made it clear to *Fishing News*.

that the blockade would go ahead. Already support for this action is growing and fishermen at Mevagissey and as far as Plymouth, Devon, have indicated that they would back a blockade.

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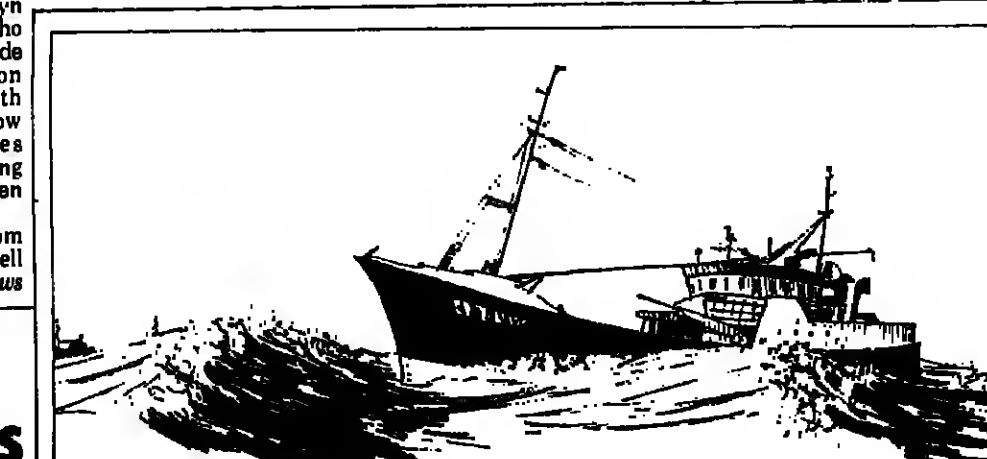
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locked because they cannot afford to steam out to areas where the fish are undisturbed by the big vessels.

On Wednesday, last week, Ron Barrell and his two crewmen on *Theyden* were eight hours at sea for just two stone of mackerel. For the total week's work, they will take home £12 each.

"This is a typical case," said one fisherman. "There's virtually nothing to do but tie up the boats and go on the dale, or find some other work."

**Port folds**  
THE SCOTTISH port of Granton is to lose its trawler fleet. Following massive losses, Boyd Line is to close its subsidiary William Linton Ltd. Five side trawlers will be laid up and two stern trawlers moved to a new base. Story page 7.



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## No-interest loan plans

ANOTHER £30,000 has been pumped into the Guernsey Sea Fisheries' Committee's loans scheme for island fishermen.

The committee is also to look at the possibility of making the loans interest-free.

The scheme has played a big part in improving the operational capability of Guernsey's fishing fleet.

Bigger and better vessels were now being used, Deputy John Cooper, Sea Fisheries Committee president, told the States parliament. This meant they could fish for longer and new fishing grounds had been found.

Deputy Cooper said the industry had shown remarkable growth in the past few years and the loans scheme was necessary if this was to continue.

● GATHERING of the Guernsey fishermen — called the ormer locally — will continue to be limited to four times a year, the parliament decided. The present restrictions on ormering are to remain because of a shortage of the shellfish.

One reason for the ormer's decline might well be over-fishing, Deputy Cooper said.

## Change of stance fears as... SILKIN FINDS SOME 'GOODWILL' FOR EEC

BRITAIN'S ban on small-mesh nets for nephrops will not go ahead this week as planned. Fisheries Minister John Silkin describes this as a "goodwill gesture" to the EEC which he hopes will create a better atmosphere for talks on settling a Common Fisheries Policy.

The postponement of the ban on nets with less than 70mm was announced in Luxembourg by Mr. Silkin this week, where he was holding talks with the West German EEC Agricultural Minister, Herr Roehr. At the meeting, it was

decided to set up two working parties from member states to examine fish conservation and also "historic rights" for EEC vessels within Britain's 12-mile limit.

This sudden change in stance by Mr. Silkin on the 12-mile limit — which he long demanded should be exclusive — is giving rise to fears that he is ready to compromise. Suddenly there is a

rush to get agreement on a Common Fisheries Policy before the German presidential election on December 31.

The findings by the working parties will be made to the European Commission which will then submit proposals to the Agriculture Ministers' meeting due to take place on November 21.

## Mounts Bay awash with dead fish

DEAD MACKEREL are now polluting the Cornish fishing grounds from Mounts Bay to Falmouth, because of wholesale dumping by big trawling boats which find they are over-supplying the factory ships.

Close on reports by Newlyn skipper Geoff Davis that Mounts Bay is full of rotting mackerel, Falmouth skipper Derek Blight on Tuesday gave the most bizarre press photo-call of the fishery's history.

Television and newspaper cameramen were told in advance that Mr. Blight, 31, was going to go out for a normal day's work — and that his catch would be dead on arrival in his boat.

Sure enough, when he arrived back in Falmouth at 11 a.m. on Tuesday after an early trip, he produced handfuls of dead fish that had been dredged up by his scallop gear. The pictures made newspapers and television that evening.

Mr. Blight of Mylor, is one of numerous Cornish fishermen who have already given up all hopes of making a living hand-lining.

Instead he spent £3,000 on converting his boat, No 10 for scallop dredging.

But when he arrived at the normally-lucrative scallop grounds at the mouth of the Helford River — one of Britain's most scenic places — he found that the teeth on his dredger could not cut through the stacks of dead mackerel.

The Government has so far rejected appeals to attempt to stop dumping at sea as impractical. Now, with this year's winter season only a few days old, dumping has increased beyond anything seen before.

## POLE IN THE DOG-HOUSE

THE POLISH capital of the factory trawler industry off Falmouth was £200 with £200 costs of a special sitting. Falmouth magistrates last week, when they admitted breaking the rules laws.

The court was told by Janusz Skapski, master of Polish vessel Maria, that a dog owned by a crew member to run on the deck while the vessel was in harbour.

## fishing news

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# Stern trawlers convert for mackerel fishing

**Clarkwood**

FOLLOWING expensive conversion work two top wet fish stern trawlers have arrived on the Cornish mackerel grounds to start transshipping operations. Both vessels, the 170ft. C. S. Forester from Hull and the 127ft. Clarkwood from Aberdeen, are based in Falmouth.

C. S. Forester is Britain's biggest vessel in her class and will be commanded alternately by skipper Dick Taylor and Eddie Woodbridge. "This is the only fishing left open to us," said Mike Burton, chairman of Newington Trawlers Ltd.

J. Marr and Son Ltd. will act as selling agent for Clarkwood which is the first vessel fully owned by the Wood Group to take part in

the mackerel fishing. In what is a new departure for stern trawlers, Clarkwood has been fitted with a circulating seawater system.

Charles Small, a director with the Group, told Fishing News: "We must adopt our vessels for whatever fishing will provide the best returns for owners and crews."

He said that two skippers, Terry Taylor and Stuart Thomson, will command the vessel for alternate fortnights. Crew members will also work a rota system of three weeks on and one week off in order that the vessel can be kept at sea all the time.

Terry Taylor and Stuart Thomson are two of Aberdeen's leading white fish skippers. For several years, Skipper Taylor's 86ft. pocket trawler Maureen June was the highest earning vessel in her class.

Skipper Thomson took charge of Clarkwood when she was delivered from her Humber-side builders in 1976 and under him the vessel was Aberdeen's top ship last year with a grossing of £521,792.

Modifications to Clarkwood have been carried out in Peterhead by Wood and Davison Ltd., which is part of John Wood Group Shiprepairing Ltd. The alterations have been designed to enable the vessel to sell her catches for human consumption.

With a total capacity for some 50-tons of fish and seawater, two partially insulated steel tanks have been fitted in part of the existing fish handling area under the trawl deck.

The original fish chute at the stern has been divided into two for reception of the fish into the tanks, and each

tank has its own steel discharge hatch.

To keep the hatch in good condition seawater will be circulated through the tanks by means of an electrically driven Gilbert Gilkes and Gordon pump.

Fish will be off-loaded with a trailer worked by a 110hp crane mounted on the trawl deck. Fishing Hydraulics (Scotland) Ltd., has supplied the crane and its power supply which consists of a 100hp hydraulic pump driven by an electric motor. A small winch also supplied by Fishing Hydraulics is mounted on the crane to help in working the trailer.

Modifications to the vessel's gear handling equipment include a heavy lift double purchase tackle block mounted on the fore-gantry in order to provide a 40-ton lift of 20-tons.

A spilling block for use in emptying the cod end down the fish chute has been hung on the stern gantry.

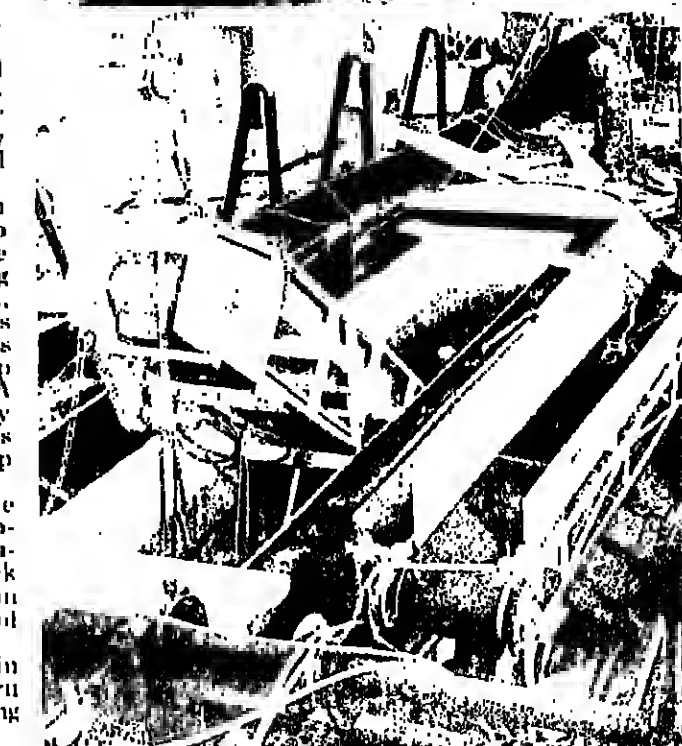
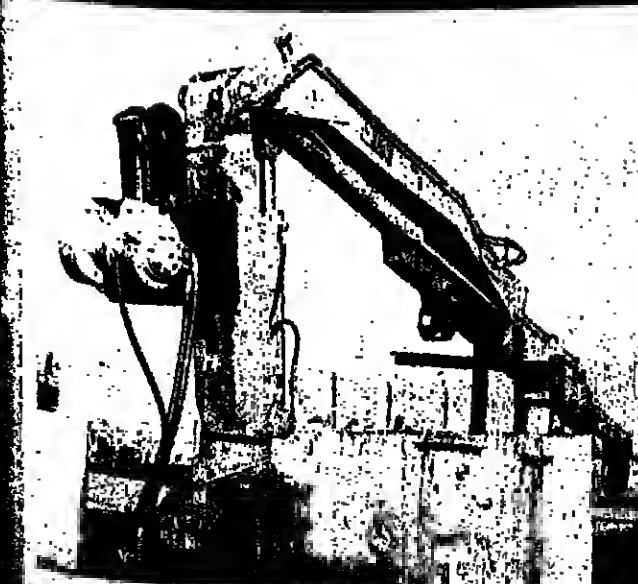
Rails fitted along the trawl deck will prevent heavy catches being handled on deck from rolling to port or starboard.

New fish finding aids in the wheelhouse include Elac Mittel-Lundr Sonar and Sonarscope, plus Wesmar 8000 high frequency Sonar. Woodsons of Aberdeen Ltd. supplied the Elac units and the Wesmar sonar was provided through Marconi. Elac net-sounding equipment is also fitted, its transducer cable being worked from an Elac electrically driven winch.

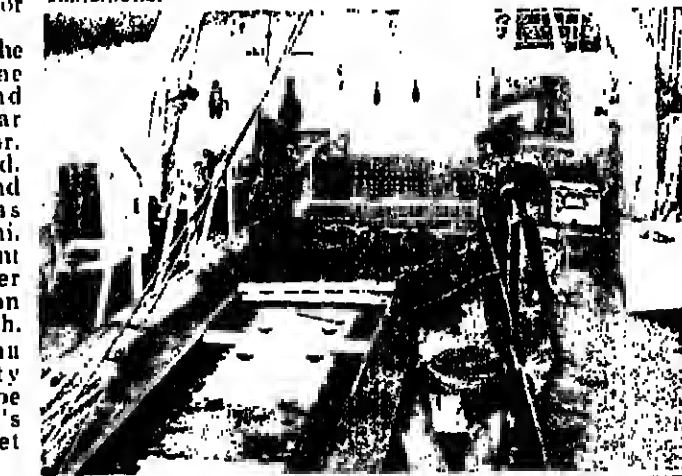
Fishing gear includes an Engel 1600 heavy duty midwater trawl which will be handled by the vessel's Hydraulik Brettvaag net drum.



Above: the Engel midwater trawl which Clarkwood will use for mackerel fishing. Skippers Terry Taylor (below left) and Stuart Thomson will take turns to command her. The 110hp hydraulic crane which will work Clarkwood's breiler was supplied by Fishing Hydraulics (Scotland).



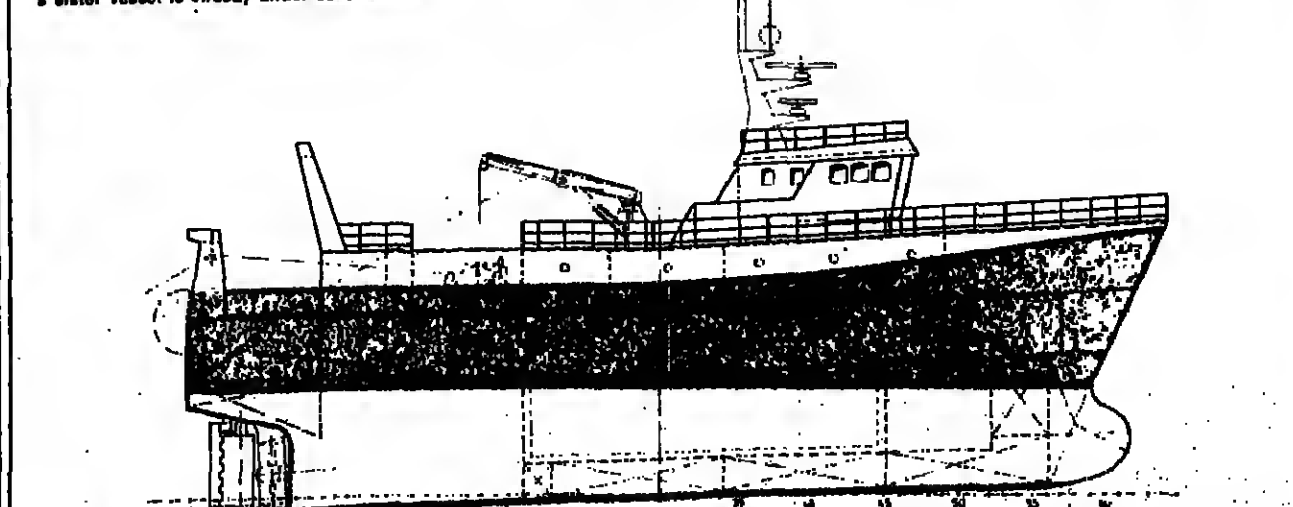
Above: Forester's new conveyor system of fish to factory trawler hauler and (below) on aft view of the deck showing support slanchions.



## Demonstration of fishing vessels

The 10th-11th and 12th November the latest delivered fishing vessel from Langsten Slip & Gæstbygger A/S, Norway, will be demonstrated in the port of Fraserburgh.

The combined gill net/longliner and trawler m/v "Eldborgtrai" has already got the interest of several Norwegian fishermen, and a sister vessel is already under construction.



The vessel has the following particulars:  
Length 65.110'. Breadth 31' 10". Depth mid. maindeck 14' 10". Main engine type Normo diesel 1550 HP. Auxiliary engines 140 kva and a shaft generator of 875 kva.

During the demonstration in Fraserburgh representatives from the yard and West Norway Shipbuilders Association will be present onboard. Take this opportunity to study the latest innovation from one of the leading shipbuilding yards in Norway.

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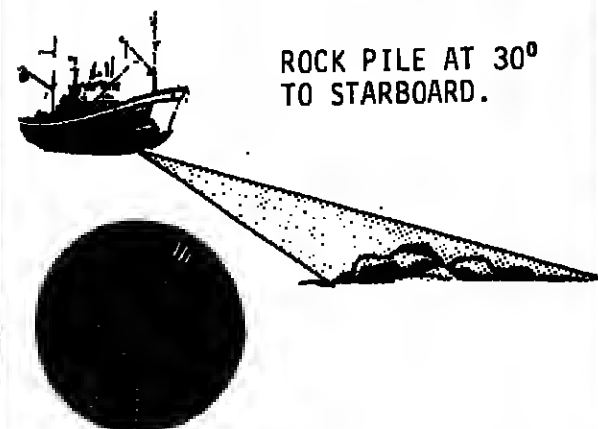
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FISHING NEWS

November 3, 1978



VON — she stirred some controversy when landing at Fleetwood.

## Danish gear produced Fleetwood record

THE record-breaking £34,445 trip at Fleetwood by the Faroese trawler Von last week provoked a lot of interest in her gear.

Built at Campbelltown Shipyard, the 80ft. vessel was the first of the bigger trawlers in Faro to try the range of whitefish trawls produced by Iver Christensen, in Denmark.

Under Skipper Peter Nolsen the vessel has been carrying two sets of gear — a 550-mesh IC whitefish trawl and a new high-lift trawl in braided polythene. The high lift version is fitted with bobbin gear for rough bottom work.

Very good results have been recorded with the high lift trawl and two more vessels for Faro, from Campbelltown, are taking on IC gear.

The landing by Von stirred

some controversy at Fleetwood where it was claimed that east coast merchants had come in to lure the vessel away with the promise of better prices.

Jim Wilson, a spokesman for J. N. Ward — the firm that opened up negotiations with the Faroese — said the east coast men "were telling the Faroese that they would have got better prices and enjoyed better facilities on the east coast. I don't mind fair competition but when everybody is pointing everyone else black they may decide not to come at all."

Von's catch was a welcome addition to another bare week's fish supplies although vessels which did land had mainly good catches.

The pair trawlers Armona and Novena continued their

success with a combined grossing of more than £50,000 after a voyage to the north of Scotland grounds.

Armona (Skipper Tom Christy) landed 877 kits — 10 of hake, 30 of cod, 170 of haddock, 20 of whiting and 60 of coley — which sold for £23,122 while Novena (Skipper John Burne) made £27,363 from 850 kits — 12 of hake, 335 of cod, 160 of haddock and 190 of coley.

Top single fisher was the stern trawler Boston Stirling which, under the command of Skipper Bill Bridge, has recently been making short trips with meckerel figuring largely in her catches. The vessel was away 12 days on her latest voyage before returning with 670 kits, including 500 of mackerel, which sold for £13,608.

## PATROL BOAT HULL 'IN GOOD SHAPE'

THE SUSSEX Sea Fisheries Committee has denied a report in Fishing News last week that it was considering replacing its fast patrol boat Henry M. Boniface because of a hull defect.

Discussion over the future of the boat at a recent meeting was only to consider setting up a contingency fund for repairs and eventual replacement, says a spokesman.

Although there have been problems with equipment on the vessel it has been made clear that the Lochin 33 hull is sound and the committee would consider ordering the same type of hull if the need arose.

Chief Fishery Officer for Sussex, Jim Howell, said: "To clear up any misapprehension that may exist I would like it clearly understood that the Lochin 33 hull moulded by Lochin Marine was examined by my committee's surveyor and accepted as satisfactory."

"Should the committee consider replacing the vessel at some future date we would have no hesitation in asking Lochin to submit a tender for structural design, moulding

Henry M. Boniface was fitted out by Cresta Marine (later Cresta Marine). She is at present without an engine, which is now being examined following oil pressure problems.

Commenting on the hull fracture in the vessel, Mr. F. G. Nichols, managing director of Lochin, said: "Cresta Marine informed me of the hull fracture soon after initial launching. I immediately went to Newhaven together with Mr. G. K. Verley, our design consultant.

## Alterations

"The reason for the fracture was immediately apparent and Cresta Marine straightaway put in hand the necessary internal structural alterations and additions to their basic stiffening layout as outlined by Mr. Verley and myself. My company repaired the fracture, and to the best of our knowledge there has been no further trouble with the hull."

"I must stress that there was never any question of there being a design or manufacturing fault in the hull and that the fracture occurred due to factors completely outside the control and responsibility of Lochin

'VON' of the Faroe Islands skippered by Peter Nolsen is using a 550 mesh IC whitefish trawl and the new high lift whitefish trawl made of heavy braided polythene, fitted with bobbin gear for rough bottom work.

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November 3, 1978

FISHING NEWS

# HOW CAN YOU GET?

THE PROBLEMS of fishing restrictions and slack catches faced by the remnants of Grimsby's once vast fleets of distant-water trawlers were underlined last week when a solitary Norway Coast landing was outgrossed by the top-earning anchor-seiner.

After a 23-day trip the Boston Group's Prince Philip (Skipper Frank Gray) — one of only four Grimsby trawlers still working the distant-water grounds off Norway — returned with just 462 kits, only 225 of them cod and haddock with the balance mostly roughs.

The vessel grossed just £13,558 to plunge so deeply into debt that sources estimated the losses at well in excess of £10,000.

Below: Prince Philip loses in excess of £10,000 after the worst distant water trip.

## Small seiner tops worst distant trip of the year

It was the worst distant-water grossing so far this year at the Humber port and the indifferent fishing which Prince Philip hit could not have come at a much worse time — the 442-tonner was making her comeback after being laid up following heavy losses from a middle-water trip landed on August 2.

The firm had switched a north-east Arctic licence from one of its Hull-based freezer, now going for the south-west meckerel, to get Prince Philip back fishing.

Adding insult to injury was the fact that Prince Philip was outgrossed by the anchor-seiner Gladness (Skipper Jørgen Olesen) which headed the seiner section on £14,207 from 316 kits, mostly quality North Sea large and medium cod, after a 16-day trip.

The Jubilee-angled vessel is now nearing £120,000 for the year so far and the big grossing was a career best for both skipper and vessel.

Consolidated Fisheries' seiner Sonderborg (Skipper Ole Pedersen) was only just behind Gladness, in yet another very big week for the seiners on mostly cod and plaice, with £13,965 (also a career best) from 287 kits after 17 days. Sonderborg also outgrossed the hapless Prince Philip.

Altogether eight seiners grossed more than £10,000, mostly at the beginning of the week when the supplies were



Above: Gladness, the top anchor-seiner at Grimsby last week, arriving with her big haul of 306 kits. The catch, mostly of big North Sea cod, sold for £14,207, a career best for the vessel and Skipper Jørgen Olesen, which pushed her earnings this year close to £120,000.

Nejrup) with a combined tally of £29,012 from 808 kits of cod and plaice after 17 days. The handling agency once again did very well with the Belgian visitors, especially the outstanding Marbi (Skipper Prosper Van Bille) on £24,314 from 624 kits of cod, plaice and prime.

## Sluggish

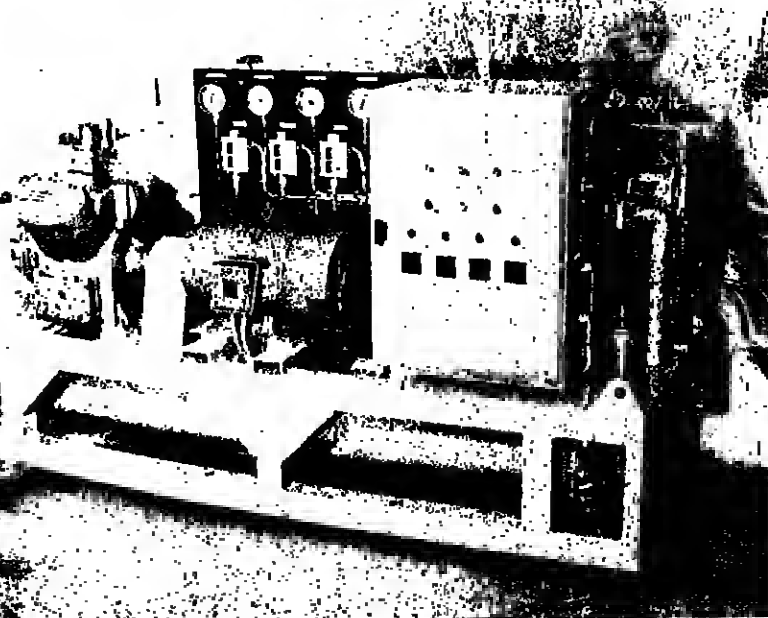
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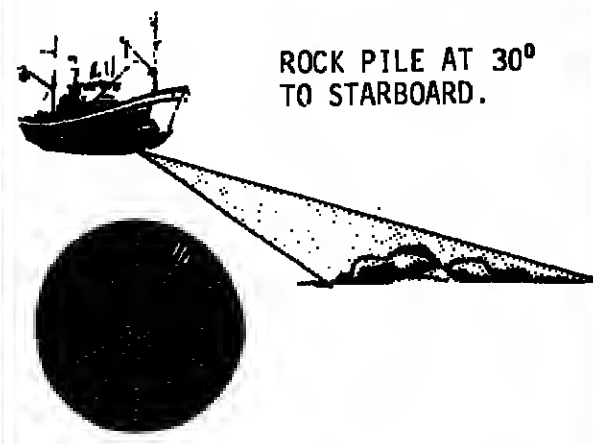
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Under Skipper Peter Nolsøe the vessel has been carrying two sets of gear — a 550-mesh IC whitfish trawl and a new high-lift trawl in braided polyethylene. The high lift version is fitted with bobbin gear for rough bottom work.

Very good results have been recorded with the high lift trawl and two more vessels for Feroe, from Campbeltown, are taking on IC gear.

The landing by Von stirred

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IC

TRAWL

## OBITUARY

THE DEATH of Joe Joseph Henry (74) at home last Saturday left another of the old skippers at the port.

Before his retirement years ago he spent his trawling service of his native city. Hellyer Bros. He was a company for 25 years. Hellyer command Man-o-War.

Mr. Henry was a well-known all-round fisherman who took many short trips with considerable success. Among his accomplishments while in the Fleet was a record net 3,300 kile of haddock that brought back from the danese area.

His Hellyer service was interspersed by more and D-Day duties as a skipper with the Royal Naval Service during the 1939-45 world war.

Both his father and he lost their lives in separate accidents while on fishing trips.

Skipper Henry is survived by his widow, another son and five daughters.

## MASSIVE CUTS ON SHORE FISH

### NFFO repeats 50-mile call

September this year the total British catch on haddock was 57,000 tonnes. And the British fleet is already well over the top of its probable allocation (37 per cent of the TAC) for 1979 which would run out at about 31,000 tonnes.

Only on pleice is Britain still within the probable EEC quota for 1979 if the ICES recommendations are implemented.

In the Irish Sea, ICES recommends TACs on cod down to 7,300 tonnes from the present 8,500 tonnes, plaice down to 2,500 tonnes from 4,000, and whiting unrestricted — brought in line with an annual catch of no more than 10,000 tonnes.

At Fleetwood, Whitehaven and the other west coast ports, cod position looks the most serious. British vessels have been operating on the recommendation of an 8 per cent share of the cod and if the Government res to this figure in 1979, west coast vessels will only 1,400 tonnes to go but they had already about 2,000 tonnes by end of last September.

Commenting on these drastic proposals, Mr. Freeman said: "The East European fleets have gone other EEC member states are operating, or attempting to operate, a system of their own making."

Despite this, because of much foreign fishing, British fishermen are still threatened by the need for more and more cutbacks.

"A 50-mile exclusive limit is essential, for only then will the British Govern-

ment be able to implement the really effective conservation regime which will restore the confidence of the inshore fishing industry.

"The figures also show that the share of the total allowable catches allocated to the UK must be increased to a level which reflects her contribution to EEC resources (60 to 70 per cent) in the final settlement of the Common Fisheries Policy if the industry is to survive and grow."



Andrew Palfreman, chief executive of the National Federation of Fishermen's Organisations, has called repeatedly for a 50-mile exclusive limit.

## Backing for factory ships

CORNWALL Sea Fisheries Committee has decided not to join the appeals to Mr. Sillkin, Fisheries Minister, to force fishermen to land fish caught in British waters at British ports rather than to factory ships at sea.

At the committee's meeting in Truro last week Mr. W. H. Hocking warned that such a measure would make the factory ships leave Falmouth — taking with them a market for Cornish fishermen.

"It would be ridiculous to create a scarcity of buyers," he said.

The latest reductions in mackerel catch quotas, were welcomed by the committee, but it decided to continue to press for a six-mile limit to apply to boats more than 80 feet long.

Members also decided to continue to press for a "close season" to help the stock regenerate.

On the factory ships issue, skipper Mike Hesking said that if transshipment in Falmouth Bay was stopped, nearly all catches would go for fishmeal rather than human consumption.

It was agreed that talks should be held with Devon Sea Fisheries Committee on the subject of fish dumping at sea. Pressure to make this illegal has been resisted by MAFF because of enforcement problems.

Members considered the matter to be grave and agreed that one possibility was to send a deputation to the Minister.

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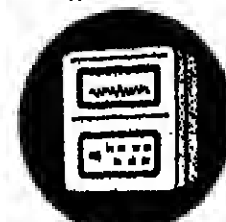
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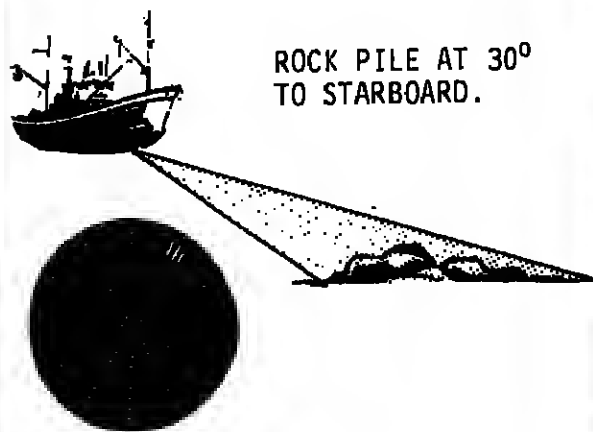
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Lyme Regis, Dorset.  
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## OBITUARY

THE DEATH of Benjamin Joseph Henry (74) of his home last Saturday is a loss of another of the old-time skippers at the port.

Before his retirement 20 years ago he spent almost all his travelling service sailing out of his native city of Hull to Hellyer Bros. He was with the company for 25 years, his last Hellyer command being the Man-o-War.

Mr. Henry was a very good all-round fisherman who undertook many short trips with considerable success. Among his accomplishments while with the PLOT was a record catch of 3,300 kits of haddock that he brought back from the J. danese area.

His Hellyer service was interspersed by mine-sweeping and D-Day duties as a skipper with the Royal Naval Patrol Service during the 1939-45 world war.

Both his father and a son lost their lives in separate accidents while on fishing trips.

Skipper Henry is survived by his widow, another son and five daughters.

# HOW LOW CAN YOU GET?

THE PROBLEMS of fishing restrictions and slack catches faced by the remnants of Grimaby's once vast fleets of distant-water trawlers were underlined last week when a solitary Norway Coast landing was outgrossed by the top-earning anchor-seiner.

After a 23-day trip the Boston Group's Prince Philip (Skipper Frank Gray) — one of only four Grimaby trawlers still working the distant-water grounds off Norway — returned with just 462 kits, only 225 of them cod and haddock with the balance mostly roughs.

The vessel grossed just £13,550 to plunge so deeply below Prince Philip losses in excess of £10,000 after the worst distant water trip.

It was the worst distant-water grossing so far this year at the Humber port and the indifferent fishing which Prince Philip hit could not have come at a much worse time — the 442-tonner was making her comeback after being laid off following heavy losses from a middle-water trip landed on August 2.

The firm had switched a

## Small seiner tops worst distant trip of the year

north-east Arctic licence from one of its hull-based freezer, now going for the south-west mackerel, to get Prince Philip back fishing.

## Insult

Adding insult to injury was the fact that Prince Philip was outgrossed by the anchor-seiner Gladnes (Skipper Jorgen Olesen) which headed the seiner section on £14,207 from 306 kits, mostly quality North Sea large and medium cod, after a 16-day trip.

The Jubilee-ogented vessel is now nearing £120,000 for the year so far and the big grossing was a career best for both skipper and vessel.

Consolidated Fisheries' seiner Sonderborg (Skipper Ole Pedersen) was only just behind Gladnes, in yet another very big week for the seiners on mostly cod and plaice, with £14,965 (also a career best) from 287 kits after 17 days. Sonderborg also outgrossed the hapless Prince Philip.

Altogether eight seiners grossed more than £10,000, mostly at the beginning of the week when the supplies were

heavy. Landings again topped 25,000 kits for the week with the middle-/near-water trawlers having a much better state of landings.

HUT, with seven home-water trips, hauled grossings totalling over £146,000.

Skipper Jack Major in Ross Cougar headed the list with £27,492 from the week's largest turnout of 946 kits, including 530 of coley, 145 of haddock and 126 of cod and rodding, after 15 days off Scotland. It was HUT's best trip since July.

## Sluggish

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Above: Gladnes, the top anchor-seiner at Grimaby last week, arriving with her big haul of 306 kits. The catch, mostly of big North Sea cod, sold for £14,207, a career best for the vessel and Skipper Jorgen Olesen, which pushed her earnings this year close to £120,000.

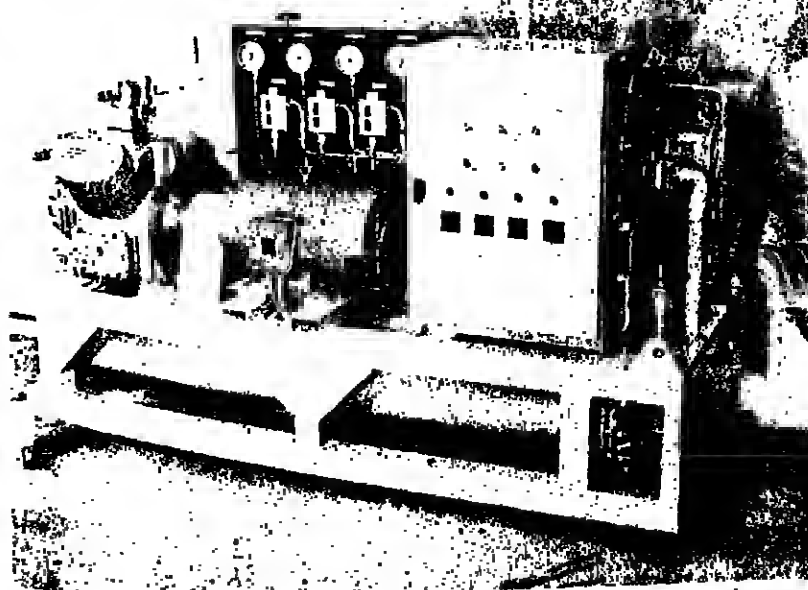
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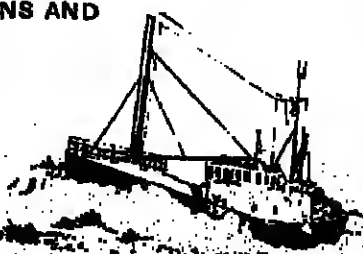
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# PRESSING FOR 6-MILES

**CORNWALL Sea Fisheries Committee will continue to press for a six-mile limit off the south west coast.**

At their meeting in Truro last week, members unanimously agreed that while the three-mile limit and new quota system went some way to protecting the small fishermen and their boats, it was still necessary to keep boats over 80 ft. from within six miles.

This would also protect all small boats from being out-done by the trawlers, and conserve fish stocks, members said.

The limit would include the Isles of Scilly.

Conservation of meckrel was still of the utmost importance if the fishery was to continue, said Jim Philp, chairman. He again questioned the validity of the figures issued by scientists adding that fishermen still oppose their views.

The Ministry had told him, however,

they were continuing their fish-count scheme, and hoped to handle another 1 million meckrel this year.

The committee also discussed the possibility of banning the transhipment of mackerel at sea. The scheme had been suggested by a Devon and Cornwall joint committee and supported by Plymouth City Council.

It was not greeted favourably by the Sea Fisheries Committee who said it would lead to a shortage of buyers. That would be worse than a shortage of boats, they said.

The motive behind the scheme was conservation, but if it went ahead, it would mean fish caught off the south coast would be landed only at south west ports.

The factory ships now moored in Falmouth would only go elsewhere said members. The fishing boats would then follow to get the best price. It could be more disastrous for Cornwall than at present.

Mike Hosking, Porthleven fisherman, took the opportunity at the meeting to warn members of the effects of trawlers were having on fish stocks.

He blamed them for the dumping of dead fish at sea and urged action to be taken.

The quota system allowed these trawlers to catch more than they could handle, said Mr. Hosking. Therefore more than 40 tonnes a time was being slipped into the sea dead.

"If it were known just how many trawlers were doing this, members would be astounded by the figures," he said. "It is destroying the fishery. It is the next threat. These vessels are ruthless."

Mr. Philp told Mr. Hosking that as long as boats from all nations could fish the Cornish coast, the problem would continue. The number of boats had to be reduced.

## Mob rule in Clyde 'untrue' Compensation for factory ship mess

SIR, On behalf of Rothsey and District Fishermen's Association, I would like to put the situation described in the reader's letter "Mob rule in the Clyde" (Fishing News, October 20) into proper perspective. It would appear from Mr. McVicar's letter that he has been persecuted all his life in Rothsey. Far from it, Mr. McVicar only turned up in Rothsey with a fishing boat last year.

The Clyde fleet for conservation reasons does not work on Saturdays or Sundays. Despite repeated requests, amiable and otherwise, Mr. McVicar still insists on fishing at the weekends. The other crews must find it irksome to see these measures exploited to the good of one boat, Mr. McVicar's.

Mr. Scott, to our knowledge, has never been a small boat fisherman in the Clyde. He has been working on local construction sites for the past number of years. He started with Mr. McVicar only the week their letter was written.

It is a pity that Mr. McVicar and Mr. Scott as comparative newcomers to the Clyde fishing fleet are now trying to upset the harmony which has existed for the past decade or more between all Clyde fishermen. G. COWIE.

President, Rothsey and District Fishermen's Association,  
12 Ardberg Road,  
Rothsey,  
Isle of Bute.

SIR, We, the members of Aseynt and Lochbroom Inshore Fishermen's Association, wish to express our appreciation of the efforts made by Hamish Gray, MP for Ross and Cromarty, during his meeting at the Scottish Office in connection with the pollution caused by visiting foreign factory ships in the Lochbroom area.

We have been given assurance that a scientific officer is to visit the area and a code of practice prepared for any future operations of this magnitude.

The foreign vessels were obviously here with the consent of our Government and it therefore follows that the Government should do all in its power to ensure that local communities and fishermen do not suffer as a result.

Having had our own divers examine the seabed in the area of the foreign vessels' moorings, we are appalled to learn of the extent of the pollution. These moorings were in the area of one of our prime fishing grounds and if our worst fears are realised (which will not become apparent until the New Year), then we must claim for immediate Government compensation for loss of fishing grounds.

## LETTERS

Last year the grounds were definitely soured by only a few foreign factory ships, so next year's prospects look extremely grim. We shere-fishermen have the problem that if no fish are forthcoming, we are not simply faced with the prospect of the dole queues. We still have to make the repayments on our boats, pay insurances and maintenance costs and so on with no Government help.

In a situation such as we have experienced this year, where the number of men living aboard the factory ships far exceeded the population of Lochbroom, there should have been, and indeed must be in the future, a strict control over the factory ships to ensure that they do not anchor over, or near to, our fishing grounds.

Legislation must be passed to give local and harbour authorities mandatory powers to control the visitors. We are not advocating in any way that the surplus mackerel be transported by road.

In the past, we have managed to co-exist reasonably well with visiting trawlers and pursers and the mackerel boom has obviously pleased them.

## Mackerel — a matter of limits

SIR, I would like to draw the attention of Fishing News readers yet again to the situation in which the inshore men of Cornwall find themselves, as yet another — quite possibly the last — winter mackerel season approaches.

We learn that we are to be invaded at any time now by at least 150 vessels, which will be "feeding" about 20 factory ships. It is estimated that a mere 10 per cent of the expected catch will be channelled for home use, while 90 per cent will be exported (let that mangle word) to Eastern Bloc countries and Nigeria.

This causes many of us to wonder how all these "Queens Award to Industry" medallions will be viewed by their recipients when they in turn shuffle off to join the inevitable "dole" queue.

The attitude of the "Klondykers" themselves also deserves mention: they quite understandably believe implicitly in the scientists' view — that there is little danger of British waters becoming denuded of mackerel. At present, everyone is pushing any doubt under the carpet, due to the mackerel's position as the British fishing industry's life-line.

Disregarding for a moment the all too obvious financial implications, this wholesale rape of

the sea should be curbed by the Government. It would at least allow thousands of us to have a clear conscience regarding just one limited food source, of which there are precious few left.

Any men who have fished these waters know that it is merely a matter of time before a total ban will be imposed, and who, we ask, really wants that? Certainly not the local inshore fishermen, who have earned a modest winter's wage from mackerel for many years, and certainly not the deep-sea vessel which scrapes around our (farolal) three-mile limit during the winter, for where will they then go? No, a sensible scale of limits must be thrashed out, one which will give everyone a living and still leave something for a rainy day.

We in Cornwall call for far greater consideration by the Government for our stocks, for as everyone knows by now, extension of British limits is the only way left to us to halt the impending destruction of a most important fish in the food chain.

RICHARD NEVILLE,  
Member, Cornish Fish P.O., Cadgwith and Helford Fishermen's Society,  
Ruan-Menor,  
Mr. Halston,  
Cornwall.

## Silkin on our side

SIR, It basts me how Mr. Buchanan-Smith (Conservative MP for North Angus) has the nerve to criticise John Silkin (Labour MP for Haverhill) in his letter to the News, October 27.

I hope that at the next election, everyone who depends on fishing for their living (and who will remember that we are all dependent on the fish for our food) will vote for Mr. Silkin. He has been chairman of the Grimsby planning committee for a long time and his vast experience

FLEETWOOD has lost its two biggest side trawlers with the sale of the sister-ships Robert Hewett (above) and Ella Hewett to Lowestoft's Claridge company. Robert Hewett left for her new port last week and Ella Hewett was expected to follow this week.

## Two big trawlers sold

He was going to do his level best to keep the company going, he said.

Hewett's now has three near-water trawlers, London Town, Royalist and Admiral Howe which, he said, are "losing or just about hreaking even."

But there was a chance that the company might buy more vessels in the future.

The sale of the two trawlers leaves just 17 ships under the umbrella of the Fleetwood Fishing Vessel Owners' Association, with seven of these off for mackerel fishing. Robert Hewett and Ella Hewett have both been highly-successful vessels at the port. Robert was top ship in her first year's full working when she totalled £104,000 under the command of Skipper Victor Buschini senior — now trawling manager for the firm.

## Top job for seine man

ANOTHER seiner management executive has been elected chairman of the Grimsby Landing Company. Jim Linstead, assistant to the managing director of Tom Slights (P.S.) Ltd., Grimsby's largest seiner-owning and mail boat agency, has taken over from Consolidated Fisheries' chief, Nigel Marsden.



Jim Linstead.

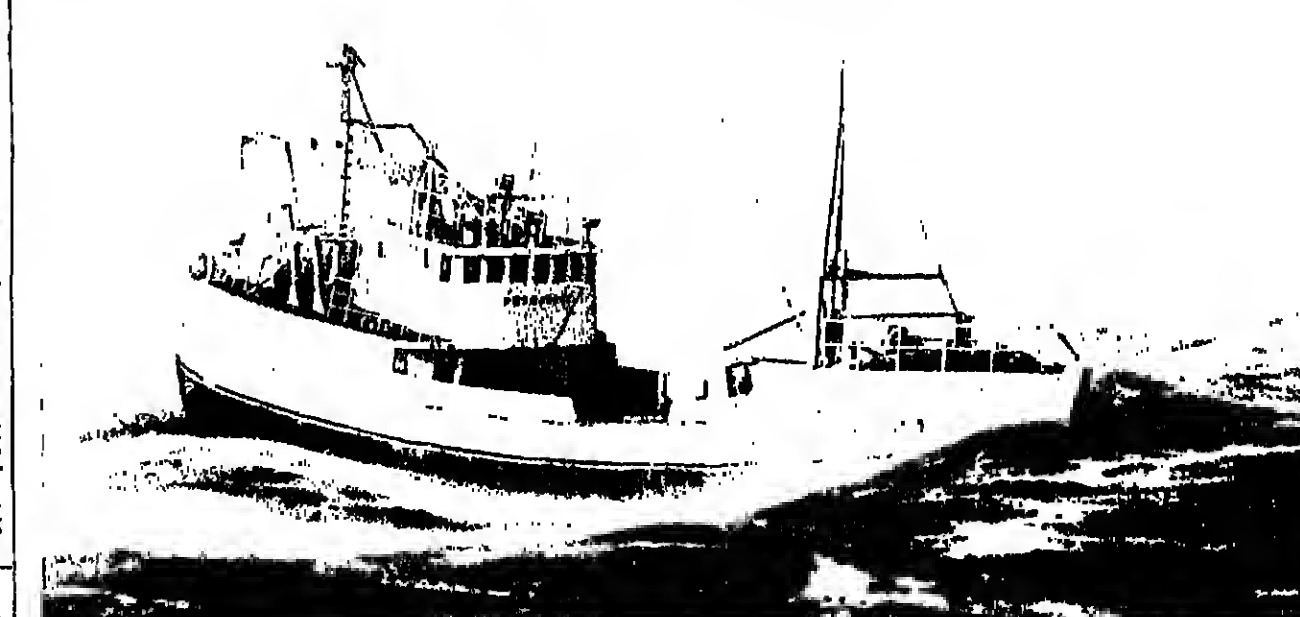
Mr. Linstead is understood to be the first completed non-trawler representative to hold the key job of chairing the committee which ensures that the port's landing labour is fully utilised.

One of the youngest men to hold this office, Mr. Linstead has built up a big reputation in the fish docks and is a specialist in marine insurance. He joined the Rose group from school, and was formerly with Rose Trawlers and later BUT, before switching from trawlers to seiners and joining the Tom Slights organisation eight years ago.

He has been chairman of the Grimsby planning committee for a long time and his vast experience

# FLEETWOOD 'HEARTBREAK'

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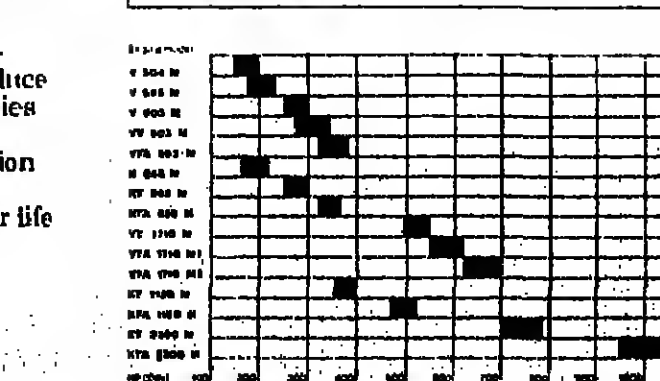
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EXCLUSIVE



FISHING NEWS TALKS TO THE MAN AT THE CENTRE OF THE EEC STORM—JOSEF ERTL, PRESIDENT OF THE COUNCIL OF MINISTERS

# We recognise the UK's special position, but...

**FN.** How does the German Presidency assess the present position in the fisheries debate and what are the chances of the Common Fisheries Policy being concluded before its term of office ends on December 31?

**JE.** The Community has been endeavouring to finalise an internal fisheries system for two years. UK demands have to date blocked agreement. Eight Member States were therefore obliged, in agreement with the Commission, to apply nationally the quota, conservation, supervision and catch regulations proposed for 1978. The necessary measures to conserve fish stocks were accordingly taken and fisheries were given the indispensable orientation for 1978.

The unresolved fisheries policy is a heavy burden for the Community, both internally and externally. Serious efforts will still have to be made this year to find a solution. This depends essentially on the UK attitude.

**FN.** What contribution can the German Presidency make towards achieving a CFP and what will be its strategy?

**JE.** The German Presidency will endeavour to tackle the outstanding problems objectively and neutrally. It does not intend to invoke majority decisions to overrule any delegation on truly crucial issues. It is prepared to discuss the problems bilaterally with the United Kingdom at any time, together with the Commission, in order to come closer to a solution. This certainly presupposes siding by the principles of the Treaty.

A breakdown in these efforts would have adverse consequences within the Community, as the fisheries policy is of great significance to several member states in terms of economic policy. It would, however, also prejudice the Community's position as regards external matters, as the Community would be shown to be incapable of negotiation.

With these consequences in mind, we must not put off finding a solution to the problems. Thus, if a solution to the problems cannot be reached by the relevant Ministers, other political bodies such as the Council of Foreign Affairs Ministers or, if need be, the Heads of State or of Government, will have to deal with them.

**FN.** Does the postponement of the UK General election and the continuation of Mr. Silkin as Fisheries Minister affect the chances of reaching a settlement?

**JE.** The postponement of the elections ought to make it possible for the technical issues relating to fisheries to be resolved calmly. The prospects for an agreement should not, in my view, depend on one entity, or the issues involved concern each individual Government.

**FN.** What are the main obstacles to reaching a settlement and how can they be overcome?

**JE.** The main obstacles to the negotiations which have been going on for two years are the United Kingdom demands, which do not, in the opinion of the other member states, comply with the Treaty. This is particularly true of the UK demand that the traditional fishing rights within the 12-nautical mile zone should be discontinued, even though these rights are enshrined not only in the Act of Accession but also in the 1964 London Convention.

There is a further obstacle in the fact that the United Kingdom wishes to come up against the ban on discrimination, which is one of the basic principles of the Community.

**AS PRESIDENT** of the EEC Council of Ministers, Josef Ertl, from West Germany, is the man faced with the task of stitching together a Common Fisheries Policy after 2½ years' fruitless negotiation. But time is running short; his period of office ends on December 31.

His relationship with Minister John Silkin has been a stormy one. Ertl was born in a small mountain village near Bielefeld, which at one time produced the jibe by Silkin: "All Ertl knows about fish is mounthout."

The relationship between the Ministers now seems to have melted and in Bonn, last month, they agreed to settle their differences over the Common Fisheries Policy and predicted an agreement by the end of the year. But who is going to give way?

In this exclusive interview with *Fishing News*, Josef Ertl explains the difficulties of moving towards the UK's plan.

Lastly, the negotiations have been hampered by the fact that UK wishes have not been adequately quantified. The Commission has both repeatedly asked the UK to obtain information on the matter, but has proved unsuccessful to date. The result that specific negotiations are now impossible.

**FN.** Since the informal Berlin meeting last January, the CFP debate has been represented as the UK versus other eight Member States. Does any other Member State, however, not recognise that the UK has special fishing interests and that they be accommodated within the CFP?

**JE.** All member states, and in particular the German Federal Government, always recognised that the United Kingdom has special interests as regards the fisheries policy. We have also all endeavoured in the negotiations which have been going on for two years, to take these interests into account. Thus, the UK demands for many fish species were very adjusted during the discussion on the extension of quotas, although other member states also have essential interests in the matter. Furthermore, all the partners are ready to accommodate the United Kingdom's wishes with regard to sensitive fishing zones by accepting very complicated and administratively expensive fishery regulations.

**FN.** What precedent is the Member State sharing its resources with the rest of the Community?

**JE.** Participation by a member state in the natural resources of other member states is an important principle of the Treaty. The principle of free access to the supply is reflected in several of the Treaties of Rome. It is explicitly mentioned in the provisions:

— Freedom to acquire and 54(3)(e) of the EEC Treaty; — equal access to the port of call (Article 3(5) of the Treaty); — equal access to the supply of fish (Article 52(1) of the Treaty).

the basic German position, which is, moreover, shared by seven delegations. I would now like to go into more detail.

The demand for an exclusive zone of 12-nautical miles conflicts with the principle of free access to fishing grounds, as laid down in Article 2 of Regulation No 241/70 and confirmed in Article 100 of the Act of Accession. The derogations from this principle provided for in Article 101 were granted only subject to the explicit maintenance of traditional fishing rights (Article 100(2) and (3)). In this way the special importance of this state of affairs, sanctioned by historical considerations, was taken into account.

— The demand for a lion's share within 50-nautical miles is not only discriminatory, but would also mean that the allocation of quotas amongst member states — to be negotiated — would come to an end through this preferential right.

— As regards the UK's wish for adequate conservation measures, I can only state that all member states share this wish wholeheartedly, and the UK is surely not alone in this demand.

**FN.** What is the German reaction to the series of British national conservation measures?

**JE.** We are concerned that the UK Government, by refusing to give its acceptance of Community conservation measures, is providing itself with a pretext for invoking unilateral national measures.

We hold, and all other Member States share this view, that such unilateral measures are discriminatory, and we expect the Commission, as guardian of the Treaty, to take the necessary steps. Eight Member States called upon the Commission, at the most recent Council meeting, to take such steps.

Before the smiles hardened: Josef Ertl and John Silkin in Brussels early last year. Their relationship has not been an easy one.



## 'MINI' STERN TRAWLER

THE first mini-stern trawler (above) based on the 25ft. Mk II GRP hull produced by Treeve Marine of Cornwall took to the water last week. This versatile small boat for Bill Rushmore of Lowestoft is also fitted for lining and potting.

An ex-oil rig derrickman, Bill Rushmore intends to work the boat — named *Elsie May* after his mother — single-handed. He decided to buy this boat after a visit to the West Country Boat Show at Plymouth.

The hull is built from glass fibre supplied by Strand Glassfibre Ltd. of Plymouth. The hull is hand-finished and the craft fitted out to very high specifications using heavy duty traditional timber.

The timber cabin on *Elsie May* is a one-off construction in best mahogany and first grade plywoods.

She has a timber wheelhouse, watertight deck and equipment which includes, for the first time, a new Treeve TM 1 ton hydraulic winch. This has two warping drums, dog clutches, capstan head, and brake bands on each warping drum.

*Elsie May* has Wagner hydraulic dual station controls steering. She is one of the first in this class of boat built by Treeve Marine to be fitted with a semi-balanced underhung rudder.

The hydraulics are driven off the shaft of the Lister, which also drives a TM system 11, 1,000 lb. pot-line hauler with friction clutch and 5in. capstan head mounted above self-hauling sheaves.

This is the 18th boat built by Treeve Marine on their DS 25 hull. Nine more are being built, and they have orders for a further nine.

Power is supplied by a fresh-water-cooled Lister HRW3MGR2 engine with a manual gearbox. This drives a 20 x 14 propeller.

Mounted aft of the engine is a Treeve Marine 1-ton trawl winch.

Strong interest is also being shown by African countries.

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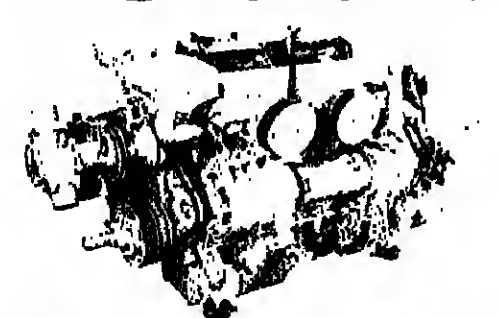
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## Effects detergents have on molluscs

"CAN YOU tell us what  
effects the detergents be-  
ing sprayed on recent oil  
spillages off the coast of  
Wales are likely to have  
on mussels and cockles on  
beds around Anglesey?"

■ As far as I know, they  
will not have much adverse  
effect.

Since the time of the Torry  
Canyon disaster, scientists at-  
tached to the MAFF Fisheries  
Laboratory at Burnham-on-  
Crouch have been investi-  
gating the effects on com-  
mercial fisheries of un-  
treated, dispersed and ef-  
fectively sunk oil.

A large number of commer-  
cially produced detergents or  
dispersants have been tested  
for their toxicity to fish and  
shellfish, and in the process  
efficient, low-toxicity disper-  
sants, a thousand times less  
toxic than those used to deal  
with Torry Canyon's oil, have  
been developed.

Investigations into the toxic  
effects of sunk oil on ma-  
rine organisms have been  
continuous and results so far  
indicate that they are likely  
to be quite small on mussels,  
cockles and other shellfish.

The laboratory's work on  
pollution and other poten-  
tially detrimental develop-  
ments covers toxicology and sci-  
entists specialising in pollution  
dangers benefit by sharing  
the same quarters with sci-  
entists who have extensive per-  
sonal knowledge of the  
shellfish resources of England  
and Wales.

Expert answers to this and  
many more specific questions  
you may have about dangers  
to mussels and cockles  
around Anglesey can be  
obtained from: The MAFF Fisheries  
Laboratory, Remembrance  
Avenue, Burnham-on-  
Crouch, Essex, or the  
Ministry's Laboratory at  
Conway.

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"WE WORK pots,  
longlines and occasionally  
a beam trawl with our 18  
ft. beach boat, using a  
capstan, belt-driven off  
the engine, to do the haul-  
ing."

"We are having a new  
boat built and would  
prefer to install a  
hydraulic hauler in it if  
we can get one at a  
reasonable price. Have  
you any suggestions as to  
where we can do so?"

■ It is possible that Suffolk  
Marine Engineers have one or  
two Pettersen power blocks  
for sale at a lower price than  
any other hydraulic haulers  
currently available. It is a  
type of hauler designed  
specifically for use in 18-30ft  
boats.

The hauler's sheave is made  
of aluminium and it weighs  
about one hundredweight.  
Hauling power is up to one  
ton at a speed of about 50ft.  
a minute. Maximum width of  
the head is 9 in. and its height  
above the rail when installed  
is 18 in.

A hydraulic pump design-  
ed to be driven by V-belt

from the engine, a control  
unit for adjusting speed and  
direction of rotation of the  
sheave, and a two gallon  
hydraulic fluid tank are  
supplied with it.

If a speed of 50 ft/min is  
not fast enough for you when  
hauling lines, a line hauling  
sheave which will bring them  
in at about 100 ft/min. can  
be fitted together with or in  
place of the main sheave.  
Both are mounted on hinges  
so that you can swing them  
inboard when you want to go  
alongside.

The control unit, which you  
fit near the hauling head, has  
two valves in a single housing.  
One is regulated by a handle  
and with it you can start the  
sheave, adjust its speed and  
stop it. The other is regulated  
by a wheel and with this you  
can adjust static pull to en-  
sure that, when you are haul-  
ing lines, the sheave will stop

made of stainless steel" be-  
cause I used to find that, in  
Australian waters, swivels  
made of inferior alloys used  
to corrode very quickly inside  
the barrel.

It was not possible to detect  
this interior corrosion by ex-  
ternal inspection and it only  
became evident that it existed  
when sudden strain caused by  
tune or barracuda taking a  
lure, parted a swivel.

I have since received a  
letter from Finch and Partner  
to say that the sample swivels  
they sent me were not made  
of stainless steel but of nickel-  
plated brass. And they went  
on to explain the reason for  
this and to reveal some  
enlightening facts about  
swivels.

The reason for fitting  
nickel-plated brass swivels to  
their clips, they said, is that  
small swivels wholly made of  
stainless steel are not ob-

tainable. The barrels only, of  
those advertised as being  
made of it are in fact made of  
the metal; the loops are made  
of a different alloy.

They had found that electro-  
lytic action between the differ-  
ent metals tended to cause  
corrosion internally and a  
general weakening of such  
swivels.

They contend that the  
nickel plating on the swivels  
they supply does not normal-  
ly deteriorate on account of  
electrolytic action, and for  
this reason, are best while  
swivels wholly made of  
stainless steel are un-  
available. They are, however,  
willing to fit any type — and  
size — of swivel to their clips.

Shortly before their letter  
arrived I received one, enclos-  
ing some sample swivels,  
from a manufacturer in  
Wales. In it he said that the  
steady influx of cheap swivels  
of indifferent quality from  
the Far East was causing him  
to seek outlets other than to  
anglers for his quality  
swivels. He wanted to know  
whether there might be a de-  
mand for them among com-  
mercial fishermen.

If swivel clips are used in-  
creasingly by inshore longline  
fishermen, there is going to be  
a demand by them for high  
quality swivels which will not  
corrode.

I can't tell by looking at  
them what metals are used in  
the manufacture of his Dex-  
ter Hi-strain swivels but they  
merit consideration for fitting  
to clips or any other purpose  
for one particular reason.

Instead of being graded in  
conventional numbered sizes,  
they are graded according to  
their safe working strain —  
their maximum loading  
before distortion which is  
about half their breaking  
strain.

IN Fishing News, October  
13, when describing  
swivel clips made by  
Finch and Partner in Ton-  
bridge, I said: "To offer  
clips with swivels at-  
tached is a brilliant idea,  
provided the swivels are  
made of stainless steel  
which they appear to be."

I said, "provided they are  
obtainable from

The Dexter Products Co.,  
Llanerch Road, Llan-  
fairfach, Gwynedd, Wales.

The firm also makes a new  
type of spinner which may be  
of interest to mackerel  
fishermen.

## Kingfisher charts

"DO KINGFISHER  
charts cover the east  
coast of Scotland? If so,  
how can I find out the  
numbers of those I want  
and where can I get  
them?"

■ Kingfisher Home Water  
charts cover practically the  
whole of the east coast of  
Scotland and Kingfisher  
Inshore Charts cover certain  
sections of it.

One way to find out the  
numbers of those you want  
would be to get a catalogue  
from the Commercial Stores,  
164 Market Street, Aberdeen.  
Chatterton Securities, 15 Ben-  
nard Street, Leith or the  
WFA Industrial Develop-  
ment Unit, St. Andrew's  
Dock, Hull and note the area  
covered by each chart in the  
indexes enclosed with each  
catalogue.

The indexes could be  
described as charts of charts  
for they depict the area which  
each chart covers and give its  
number. You can therefore  
practically see at a glance  
those you are likely to want.

If you are in any doubt,  
you can use latitude and  
longitude scales imprinted on  
the indexes to determine  
more precisely the area which  
each chart covers.

You can buy the charts  
direct from the IDU, the  
agents mentioned above, or  
more convenient, from John  
Lilley and Gillie Ltd, 41a  
Street, North Shields.

Plastic  
lures

NOT SO long ago a reader  
in the Isle of Man wanted  
to know where he could  
get lures for catching  
pollock and I told him  
about a type imported  
from Norway.

He bought them and  
later wrote to say that  
they had proved most  
effective.

However I have since  
found out where ones of the  
same quality and probably  
equally effective, can be  
bought for less than imported  
ones.

They are known as  
Westender lures and are  
made by Peter Dials at 3  
Corea Terrace, The Rectory,  
Stoke, Plymouth, Devon.

Among them are  
silver/green lures specifically  
designed for catching pollock,  
red ones which are as likely to  
attract pollack and big bass  
and silver lures which resem-  
ble small sandeels designed  
for capturing pollack as well  
as bass and mackerel.

The bodies of all  
Westender lures are made of  
plastic and each is fitted with  
a plastic tail designed to  
make it lifelike in the water.

## ANY QUESTIONS?

■ IF YOU have any questions  
about boats, equipment, or  
methods, John Burgess is  
always prepared to try to  
answer them. If they are  
with a stamped addressed en-  
velope for reply.

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# £100,000 aid for Grimsby's retraining plan

FISHING VESSEL owners at Grimsby have persuaded the Government to make a grant of £100,000 towards a pilot scheme for the practical retraining of redundant trawler officers and men from Grimsby and Hull in small boat fishing.

The scheme, briefly an-  
nounced in Fishing News last  
week, is being run exclusively  
by Grimsby Fishing Vessel  
Owners' Association and is  
scheduled to start in January  
1979. Courses will take place  
entirely at sea and they are  
the direct result of a year's  
non-stop pressure on the  
training services division of  
the Manpower Services Com-  
mission in London and Leeds  
by the association's training  
chairman, Murdoch MacInnes,  
and its recruitment training  
officer, John Simpson.

The retraining will concen-  
trate on three main aspects of  
small boat North Sea fishing:  
anchor-reefing, fly-shooting  
and mid-water trawling for  
pelagic species.

If the experiment is hop-  
ing for, it will be extended on  
a national basis to the other  
main fishing ports in 1980,  
but initially only trawlermen  
from the Humber may apply.

Mr. Simpson said he was  
delighted that at last the  
association had succeeded in  
convincing the commission of  
the vital need to retrain skill-  
ed trawlermen in new  
methods of fishing which  
would keep them in the in-  
dustry. Plans were in hand to  
charter a suitable vessel as  
the scheme's "school" for  
groups of five or six men over  
a five-week retraining period.

Skipper Tom Christensen,  
one of Grimsby's most  
knowledgeable seiner  
fishermen, has been appointed  
chief instructor and the pos-  
ition of instructor-in-charge  
is expected to be filled shortly.

Mr. Simpson told Fishing  
News that they expected to  
retrain a minimum of 60 men  
during the first trial year. To  
qualify for a course a trawler-  
man must apply himself and  
will then be interviewed by a  
committee consisting of the  
training officer, Mr.  
MacInnes, Skipper  
Christensen, and a represen-

ative of the Manpower Com-  
mission. Selection would be  
based largely on the  
applicant's past record within  
the industry and his attitude  
and abilities, he said.

Most of the candidates are  
expected to graduate into  
Grimsby's expanding seiner  
fleets and from this class of  
vessel the transition to pair  
trawling can be made without  
too much additional training,  
although the possibility of in-  
corporating pair trawling into  
the syllabus has not been ruled  
out.

Only 24 hours before the  
scheme was announced angry  
trawler officers who have lost  
their jobs because of the  
trawling industry's alarming  
contraction at the port met  
Austin Mitchell, Labour MP  
for Grimsby, to press for  
Government action and  
financial compensation.

The officers also urged Mr.  
Mitchell to persuade the  
Government that laid-up ton-  
nage, with nowhere to fish,  
could be used for fishery  
protection work.

And they were anxious to  
secure a retraining



John Simpson (left), Grimsby Fishing Vessel Owners' Training Recruitment Officer. He has been prepping for the go-ahead to commence practical retraining of trawlermen for almost a year. Right: one of Grimsby's most experienced seiner skippers, Tom Christensen, has been appointed chief instructor for the scheme.

programme so they could re-  
join a different section of the  
industry.

In reply, Mr. Mitchell told  
them he was extremely dis-  
turbed and felt the men had  
the right to be better off over  
their plight. He agreed to do  
all he could to help, but added  
that a decision on compen-  
sation had been held up  
largely by the EEC.

## Top Cygnus man moves to new yard

CHRIS 'FUB' BROOK,  
partner in the highly-  
successful fishing boat  
building firm Cygnus  
Marine, has resigned.

He is going into  
partnership building boats  
with Chris George of Bryce-  
Waterhouse Marine Ltd., of  
Ingia, Worcester.

Chris Brook has decided to  
concentrate on a small,  
highly efficient business  
building up to 12 boats a  
year. With Cygnus he has  
sold over £2m. worth of boats  
in five years.

He told Fishing News he  
wants to get the price of  
fishing boats down to a very  
competitive level.

With the cutback in WFA  
grant and loans, fishermen  
will have to consider being  
without government aid and  
this is possible if the boat's  
price is right.

Bryce-Waterhouse hopes to  
trim 20 per cent off the going  
rate for completed GRP boats



Chris Brook

by keeping overheads down to  
a minimum and operating  
very efficiently.

There will be no reduction  
in quality and the Bryce-  
Waterhouse yard has already  
been visited on two occasions  
by WFA surveyors, he said.

Bryce-Waterhouse will be

main distributors for Thor-  
ncroft engines, PRM gear-  
boxes, Cambridge stern gear  
and Spencer-Cortier  
hydraulics.

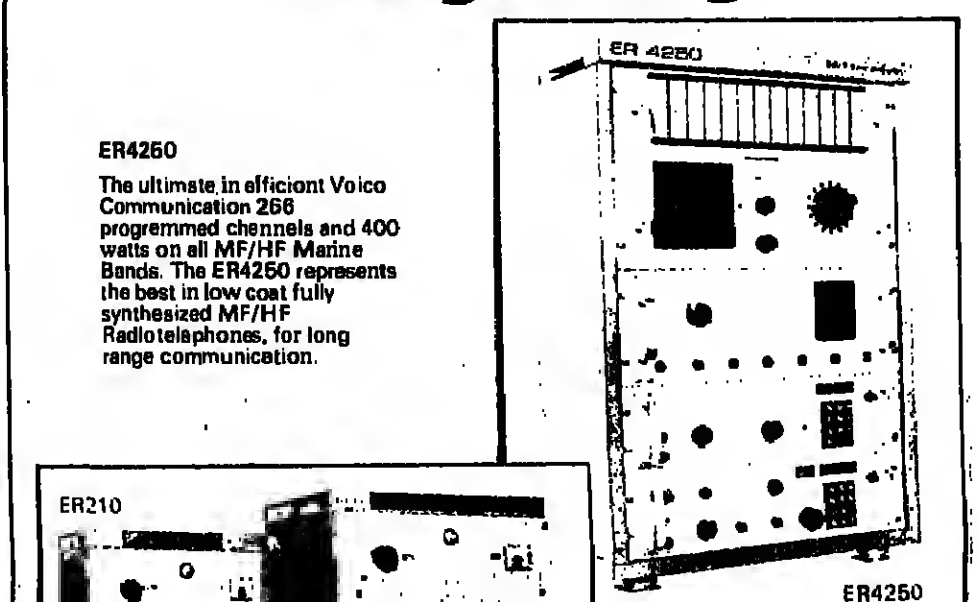
Although Chris Brook has  
cut all personal business ties  
with Cygnus, Bryce-  
Waterhouse will be a main  
stockist/distributor for  
Cygnus GM glassfibre hulls.

Worcester — In the middle  
of the country and two miles  
from a motorway — is "an  
ideal location for both  
building fishing boats and  
distributing parts," according  
to Mr. Brook.

Bryce-Waterhouse hopes to  
offer a 24-hour delivery ser-  
vice on spare parts. The yard  
is on the River Severn, a  
seven-hour steam from the  
Bristol Channel.

At present Cygnus has  
boats and hulls worth  
£400,000 on order.

# SAIT brings the experience of 77 years in marine electronics to the fishing industry



ER4250  
The ultimate in efficient Voice  
Communication 266  
watts on all MF/HF Marine  
Bands. The ER4250 represents  
the best in low cost fully  
synthesized MF/HF  
Radio telephones, for long  
range communication.

ER210/ER410  
Low cost efficient S.S.B.  
Communications, for the M.F.  
band. The ER210 and ER410  
are 200 and 400 watt M/F  
Radio telephones in the band  
1.6 to 4.2 MHz. Providing 30  
channels Transmit and Re-  
ceive a push-to-talk  
Receiver for Navigation  
Broadcasts.

For further information contact address below or your local SAIT Representative.

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Wireless House, 29/31 River Road, Barking, Essex IG11 0BX  
Telephone: (01) 694 6642/6 Telex: 897676

## AQUARIUS MARINE

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## AQ FISHING/WORKBOATS

OF THE RIGHT QUALITY AT

THE RIGHT PRICE

Twenty skippers and other  
representatives of the Scot-  
tish Federation of  
Fishermen's Co-operatives  
are making a four-day visit to  
Brittany this weekend to look  
at fish markets and process-  
ing facilities.

The federation's sister  
organisation, Fishing Co-  
operatives Trading  
(Scotland) Ltd., is expanding  
by opening a retail warehouse  
on November 28. The  
premises will be at 142 West  
Grenton Road, Edinburgh.



AQ 27

WFA & LLOYDS APPROVED

AQ 20, AQ 27, AQ 30

WRITE OR TELEPHONE FOR DETAILS TO

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HELSTON, CORNWALL.

Tel: Helston (03265) 4878



# Catches and Prices

## TOP LANDINGS LAST WEEK

### GRIMSBY

Distant water  
£13,559: Prince Phillip, Boston (Sk. F. W. Gray), 462k, WS/NC, 23 days.

### Middle water

£27,492: Ross Cougar, BUT (Sk. J. Major), 946k, W, 15 days.  
£25,335: Ross Tiger, BUT (Sk. C. L. Smith), 759k, W, 16 days.  
£22,427: Ross Zebra, BUT (Sk. W. Salt), 665k, W, 15 days.  
£20,299: Ross Cheeta, BUT (Sk. T. Rose), 705k, W, 15 days.  
£17,325: Ross Panther, BUT (Sk. W. Stokes), 509k, W, 17 days.

### North Sea

£12,864: Lepanto, Lindsay (Sk. C. Crow), 380k, NS, 15 days.  
£11,089: Tokia, Taylor (Sk. J. Gladwell), 281k, NS, 14 days.  
£9,381: Lofoten, Lindsay (Sk. A. Nation), 242k, NS, 13 days.

### Sainers

£14,207: Gladness Jubilee (Sk. J. Olesen), 306k, NS, 18 days.  
£13,965: Sonderborg, Consoal (Sk. O. Pedersen), 287k, NS, 17 days.  
£11,774: Margaret, Hamling (Sk. T. Nialen), 305k, NS, 15 days.  
£11,532: Edlet, Slaight (Sk. L. Gravesen), 307k, NS, 15 days.  
£11,011: Bekimael, Consoal (Sk. A. Bojen), 322k, NS, 16 days.  
£10,687: Saxon King, Slaight (Sk. B. Emerson), 287k, NS, 17 days.  
£10,300: Coirealach, Slaight (Sk. D. McKenny), 259k, NS, 17 days.  
£10,007: Gadus, Consoal (Sk. O. Jensen), 222k, NS, 14 days.  
£9,762: Martin Norman, Slaight (Sk. J. Eggholm), 264k, NS, 18 days.

### Pair teams

£29,012: Leanda, £15,871, Danbrit (Sk. B. Neirup), 448k, and £13,141, Caenby, Slaight (Sk. J. Lae), 362k, both NS, 17 days.  
£20,193: Shanderborg, £12,389, (Sk. A. Mussell), 359k, and £7,804, Kathleen, (Sk. T. Scorer), 238k, both John R., NS, 15 days.  
£16,531: Grenaa Star, £8,785, (Sk. K. Yates), 305k, and £7,746, Grenaa Pearl, (Sk. M. Potterton), 284k, both Danbrit, NS, 13 days.

£14,098: Laurids Skomager, £7,272, (Sk. J. Jorgensen), 203k, and £8,826, Anna Michella, (Sk. P. Harris), 202k, both John R., NS, 13 days.

### Off-shore

£8,000: White Bank, Consoal (Sk. O. Christensen), 110k, NS, 8 days.

### Belgian trawlers

£24,314: Marbi (O 33), Hamling (Sk. P. Van Billmont), 824k, NS, 9 days.  
£18,908: Zephyr (Z 571), Hamling (Sk. D. Rappa), 443k, NS, 13 days.  
£13,553: Juhel (O 198), Hamling (Sk. N. Hannaert), 294k, NS, 10 days.

### HULL

£6,442: Samora, Chapman (Sk. J. L. Nahsan), 193k, NS, 18 days.

### FLEETWOOD

Faroe  
£34,445: Von, Ward (Farosse), 919k.

### Home water

£13,608: Boston Stirling, Boston (Sk. W. Bridge), 870k, 12 days.  
£8,370: Replenish, Ward (Sk. W. Ansell), 200k, 14 days.  
£1,648: Lady Peta (Sk. H. Chantler), 42k.

### Pair teams

£50,505: Navena, £27,383 (Sk. J. Burns), 850k, and £23,122, Armana, (Sk. T. Christy), 677k, both Marr, 17 days.

### ABERDEEN

£17,879: Jasmin, J. Wood Group (Sk. E. Parker), 468k, F, 15 days.  
£10,916: Ross Mallard, BUT (Sk. J. Barclay), 308k, S, 12 days.  
£8,856: Januod, J. Wood Group (Sk. J. Smith), 254k, F, 17 days.  
£8,801: Lindenlea, BUT (Sk. J. Masson), 271k, S, 13 days.  
£8,457: Cedarlea, BUT (Sk. J. Campbell), 276k, S, 11 days.  
£7,476: Wyre Conqueror, BUT (Sk. B. Spairpoint), 255k, W, 14 days.

### LOWESTOFT

£15,273: Yaxford Queen, Talisman (Sk. P. Thomas), 630k, NS, 12 days.  
£15,207: Barnaby Queen, Talisman (Sk. C. Craig), 431k, NS, 12 days.  
£14,786: Gillingham, East Coast (Sk. B. Bowler), 428k, NS, 12 days.  
£13,709: St. Patrick, East Coast (Sk. D. Bedford), 465k, NS, 12 days.  
£13,383: Huddersfield Town, East Coast (Sk. J. Psek), 384k, NS, 13 days.  
£12,445: Ripley Queen, Talisman (Sk. J. Dacon), 383k, NS, 12 days.

### NORTH SHIELDS

£14,566: Ben Lora, Irvin (Sk. R. Shearer), 23,284k, NS, 11 days.  
£8,328: Ben Meide, Irvin (Sk. E. Williams), 22,040k, NS, 12 days.

### Under 80 ft.

£11,316: Congener, Irvin (Sk. A. Morsa), 18,240k, NS, 4 days.  
£9,186: Lindisfarne, Irvin (Sk. J. Bailey), 13,953k, NS, 4 days.  
£6,785: Fisher Rose, Irvin (Sk. R. Clark), 14,160k, NS, 4 days.  
£5,898: Scarlet Thread II, Irvin (Sk. T. Buchanan), 8,345k, NS, 3 days.  
£5,213: Bonaventure, Caley (Sk. T. Bain), 11,488k, NS, 4 days.  
£4,808: Sharon Vale, Caley (Sk. D. Moodie), 8,828k, NS, 4 days.  
£4,127: Rose of Sharon, Caley (Sk. A. Moodie), 8,218k, NS, 4 days.  
£3,745: Sharon Vale, Caley (Sk. J. Moodie), 7,120k, NS, 4 days.

### GRANTON

£10,771: Arctic Invader, Liston (Sk. Robert Brown), 448 cwt, NS, 13 days.  
£7,493: Arctic Crusader, Liston (Sk. John Banyard), 300 cwt, NS, 13 days.

### MILFORD HAVEN

£8,210: Picton Sealion, Norrard (Sk. T. Salter), 161k, 12 days.  
£6,768: Picton Sea Eagle, Norrard (Sk. R. Foster), 129k, 11 days.  
£5,064: Rosevear, Norrard (Sk. J. Manao), 113k, 8 days.  
£2,106: Arthur Harvey, (Sk. F. Reynolds), 36k, 8 days.

KEY: 81 Bear Island; 88 Sains Sea; DV distant water; F Faroe Islands; G Greenland; HW home water; I Iceland; IS Irish Sea; N North Sea; O Orkney; R Rockall; S Shetland; W Westerlies; WC West Coast; WS White Sea; Sk Skipper; k kite; c cwt; kg kilo.

whiting, £15; Dover sole, £17; haddock, £17; cod, £17; mackerel, £17; brill, £18; squid, £18; large ray, £18; medium, £18; small, £18; dogfish, £10.

### FOLKESTONE

14 boats landing. Prices per stone: large cod, £4.06; medium, £3.92; small, £3.80; codling, £2.60; haddock, £1.15; mackerel, £1.15; whiting, £1.15; skate, £3.30; lemon sole, £5.40; plaice, £5.90; conger, £3.60; large haddock, £7.60; monkfish, £7.60. Prices per lb: large Dover sole, £1.30; small, 85p; large turbot, £1.05; medium, 80p; small, 60p; large brill, 80p; small, 40p/45p.

### TUESDAY, OCTOBER 31

#### NRWLYN

Prices per stone: mackerel, price range from 90p to 50p, according to size; mullet, £1.50; large mull, £1.50; small, £1.50; cod, £1.50; haddock, £1.50; plaice, £1.50; large whiting, £1.50; small, £1.50; pollack, £1.50; large pollack, £1.50; small, £1.50; large haddock, £1.50; small, £1.50; large cod, £1.50; small, £1.50; large turbot, £1.50; medium, £1.50; small, £1.50; large ray, £1.50; small, £1.50; large dogfish, £1.50; small, £1.50; large squid, £1.50; small, £1.50; large cuttle, £1.50; small, £1.50; large prawn, £1.50; small, £1.50; large lobster, £1.50; small, £1.50; large crab, £1.50; small, £1.50; large shrimp, £1.50; small, £1.50; large mussel, £1.50; small, £1.50; large scallop, £1.50; small, £1.50; large oyster, £1.50; small, £1.50; large clam, £1.50; small, £1.50; large sea urchin, £1.50; small, £1.50; large starfish, £1.50; small, £1.50; large jellyfish, £1.50; small, £1.50; large squid, £1.50; small, £1.50; large cuttle, £1.50; small, £1.50; large prawn, £1.50; small, £1.50; 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# Official and Classified ADVERTISEMENTS

Continued from Page 17

## VESSELS FOR SALE



**FOR SALE** 11H Santa Maria, built 1944 of larch on oak, overall length 50ft, tonnage under 35, engine Kelvin 120hp — only 600 hours run, vessel fitted with lobster claw tanks, with pump and 3 in. U. compressor, also Kelvin Hughes VHF, radar, sounder, auto pilot, etc. Offers to: Geo. Walker & Sons (P.V.) Ltd., 110 Highgate, London N6 6JH, telephone 081-435 2305 in writing by November 10th.

**30ft.** x 9ft., corvet fishing boat, 30 hp, 1200 hrs, built 1970, 80hp Ford-Thornycroft, excellent condition, hydraulic gear, sale includes fishing gear and spurs 2/35, 15200, Telephone: Gernoe (Cornwall) 7541.

**COASTWORKER** 32, twin Ford Dolphin 70hp, registered, electric pot hauler, four man liferoof, Smecher autopilot, VHF, electric windlass, fish tank, galley, two berths, ideal for fishing, 112,000, S. Wales, Telephone: Tenby 3619, Manorbier 758.

**37ft.** x 12ft. x 3.75ft., built 1972, Ford 350, Lister 15hp, Bertram K901, electric autopilot, VHF, and MF radio, two berths, ideal for fishing, 112,000, S. Wales, Telephone: Tenby 3619, Manorbier 758.

**31ft.** corvet fishing boat, 30 hp, 1200 hrs, built 1970, 80hp Ford-Thornycroft, excellent condition, hydraulic gear, sale includes fishing gear and spurs 2/35, 15200, Telephone: Gernoe (Cornwall) 7541.

## IN STOCK PM20

Complete less engine CL380 plus VAT. Fishing boats based on PM20 and PM31 hull at any stage of completion.

## CAMBRAN QUAY MARINE

Cardigan, Dyfed, Telephone: Cardigan 3327.

**MOTOR** boat, heavily constructed, 10hp, 1200 hrs, built 1970, 80hp Ford-Thornycroft, excellent condition, hydraulic gear, sale includes fishing gear and spurs 2/35, 15200, Telephone: Gernoe (Cornwall) 7541.

**40ft.** x 12ft. x 4ft., corvet fishing boat, 30 hp, 1200 hrs, built 1970, 80hp Ford-Thornycroft, excellent condition, hydraulic gear, sale includes fishing gear and spurs 2/35, 15200, Telephone: Gernoe (Cornwall) 7541.

**FISHING** smack, 30ft. x 9ft. 8in. x 4ft. 6in., 30hp Lister, 21 reduction, capstan, 12,000 hrs. Trawl net and doors. Telephone: Marport 3468.

**"CHILDREN'S FRIEND"** 12204, 1200, 6in. x 6in. x 3in. 9in., 1968, larch on oak, 80hp Ford, Smecher autopilot, VHF, radar, sounder, auto pilot, etc. Offers to: Geo. Walker & Sons (P.V.) Ltd., 110 Highgate, London N6 6JH, telephone 081-435 2305 in writing by November 10th.

**CYGNUS** GM21, 21ft. x 8ft. 3in. x 2ft. 6in., Vauxhall 16hp, 8 knots, flush hull, Yarmouth, Lychell Minister (0292) 024711.

**FOR SALE** "Harvest Hunter", 28ft. 6in. Halimatic built 1974, Mercruiser, Wick, Lister HRW3 new April 1978, Salford radio, Smecher autopilot, Portstar pot hauler, Telephone: 08782 395 evenings.

**MPV** 40ft. x 13ft. x 4ft. 6in., Decca, steel hull, VHF, Smecher autopilot, sounder, 168hp 21 reduction, stern trawler, 15,000 hrs. Telephone: Rye 2540.

**36ft.** sea angling boat, twin BMC 2.2 diesel engines, forward cabin with berth, toilet, sink and cooker, separate enclosed wheelhouse, radio telephone, liferaft, many extras, 4,985, Tel: Deganwy 0492 43439.

**VERNALITY** mark 2, 1975, Thornycroft 120hp forward wheelhouse, two berths, cooker, sink, toilet, Smecher autopilot, large cockpit, capstan, 16,000, Telephone: Rye 3882.

**18ft.** clinker, 7hp air cooled diesel, road trailer, good condition, 1850, Telephone: Keworth 4934.

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Welcoming the report, Mr. Silkin said: "The Committee's views will be a major factor in the development of our policy thinking. Mr. Silkin said he was encouraged by the signs for the next Fisheries Council

meeting later this month but he said that the Government is not falling over itself to settle at any price. "I think that at long last we are beginning to get through to our EEC partners. Chancellor Schmidt agreed with Mr. Callaghan at Bonn that a new political effort, with goodwill and a constructive approach from both sides, was needed — with the aim of reaching agreement by the end of this month.

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fishing without proper regard to the consequences for human consumption species has been the main cause of the present depleted state of stocks in the North Sea. It must be checked.

"Conservation rules must rest squarely on scientific advice, without fear or favour, and must be effectively enforced."

Referring to a Council Working Group set up to establish the facts about so-called 'historic rights' inside our 12-mile belt Mr. Silkin regarded this as a real movement by the Germans.

## Dogma

"Hitherto they have clung rigidly to the dogma of completely free access for Member States throughout the waters subject to the Common Fisheries Policy. They have just not been prepared to sit round the table to establish the basic facts which we all need to know before we can sensibly discuss what would be involved in giving us an eventually exclusive 12-mile belt and providing for termination of whatever historic rights at present exist."

Mr. Silkin emphasised that the United Kingdom's position remains unchanged. "I have conceded nothing except a willingness to enter this new phase of the negotiations in a constructive spirit, without recriminations about the past."

Mr. Silkin also warned that making progress with Germany did not necessarily mean that progress had been made with the Commission and other member states.

"We are not falling over ourselves to settle at any price." — JOHN SILKIN.



## Danes slammed...

DENMARK has been left in no doubt about the British Government's tough attitude towards conservation. In a hard hitting Danish television interview, Fisheries Minister John Silkin made it clear that industrial fishing was a "totally irresponsible attitude towards conservation."

With the Danes obviously snuffing from the measures on Norway Pout, Mr. Silkin said he was terrified by the political nature of EEC negotiations. Elections in Germany, Britain, Denmark or elsewhere provoke the attitude of let's get them a few more thousand tonnes of fish.

## Evidence

"That is not the way to do it. You cannot do this politically, you must do it with scientific evidence. Mr. Silkin explained that this was the way the British Government was working on the Norway Pout.

Asked why with such a strong argument he could not convince his EEC partners, Mr. Silkin said:

"They are concerned with the amount of fish to be taken. It took us a long time in Britain, to learn what conservation meant."

Drawing on the lessons learned from the confrontation with Iceland, Mr. Silkin explained that we felt at that time, the way the Danes do now. "But you know that since the fishing has been cut down, the Icelandic stocks have begun to move up again. And since we have had a ban on North Sea herring our stocks have begun to come up again."

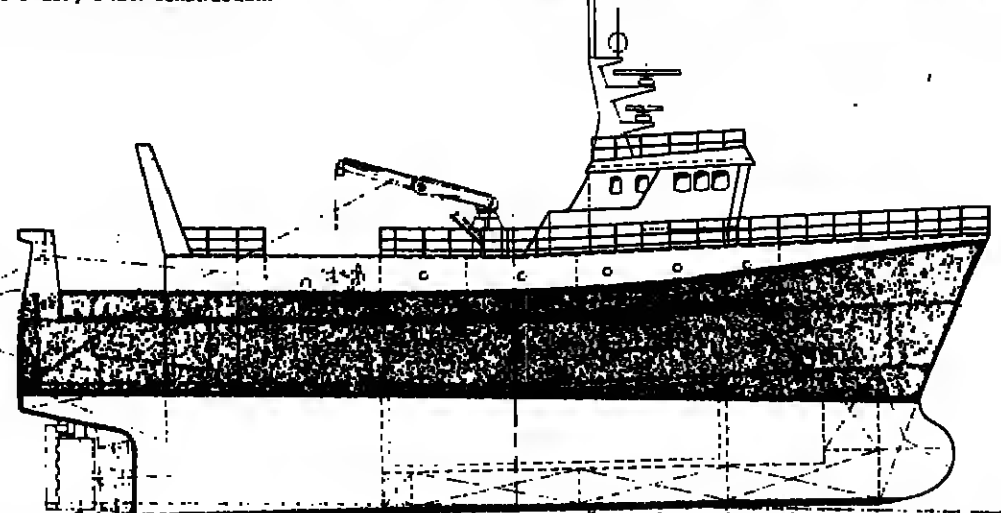
"That's what it's all about. And you have got to learn the lessons even if they hurt you."

Questioned about Britain's measures on herring, Mr. Silkin made it clear that these had not been accepted by the community.

There is no community measure at all protecting North Sea herring. "It is a British unilateral measure."

## Demonstration of fishing vessels

The 10th-11th and 12th November the latest delivered fishing vessel from Langsten Slip & Sæbyggeri A/S, Norway, will be demonstrated in the port of Fraserburgh. The combined gill netter/longliner and trawler m/v "Eldborgtrål" has already got the interest of several Norwegian fishermen, and a sister vessel is already under construction.



## The vessel has the following particulars:

Length o.s. 110'. Breadth 31' 10". Depth mid. maindeck 14' 10". Main engine type Norma diesel 1880 HP. Auxiliary engines 140 kva and a shaft generator of 878 kva.

During the demonstration in Fraserburgh representatives from the yard and West Norway Shipbuilders Association will be present onboard. Take this opportunity to study the latest innovation from one of the leading shipbuilding yards in Norway.



## WEST NORWAY SHIPBUILDERS ASSOCIATION

P.O. BOX 231, N-5001 BERGEN, NORWAY

Tele: (05) 31 27 11 — Telex: 42025

We will be on board the M/V "ELDBORGTRÅL" in the port of Fraserburgh and will be pleased to discuss your hydraulic deck machinery requirements. Please come along and meet us.

Hydraulic deck machinery



HYDRAULIK BRATTVAAG

## COMMENT

THE DIRE state facing British trawler companies was brought right home, last week, with the announcement that Boyd Line was closing its subsidiary William Linton and Son at Gravelton. This was just not the end of the line for the side trawlers and their crews, it was the virtual extinction of a fishing port.

If a company like Boyd has to take these sort of measures, it hardly bears thinking about what is going to happen to other deeper operators.

The Boyd Line has always been among the most progressive and enthusiastic firms in the trawling business, and unlike some others, cannot be accused of not reacting to cheap economic conditions.

In the days when big trawlers began to find the going hard, with limited opportunities for demersal fishing, Boyd's quickly adopted a midwatering for herring only to find, like everyone else, that they were caught in the noose of conservation measures.

Then came the challenge of the blue whiting fishery which resulted in a £250,000 loss for the company.

When the mackerel fishery began to take off, Boyd skippers were to be found on loaner boats operating out of Devon, learning the business. And the company has always been the first on Humber side to dip into its pockets for any kind of training programme.

Throughout all these depressing times Boyd has presented the all too rare 'gentlemanly' face of fishing, never seeking to take short cuts with its employees and customers.

The fortunes of Boyd fully back Minister John Silkin's assertions that British conservation measures are non-discriminatory. But when they affect a company of this calibre, it really is time to wince.

## fishing news

Editor: Harry Borrett

Assistant Editor: Ian Strutt

Scottish correspondent: Gloria Wilson

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Barry Massuras (left) visits Brett Allin the third he saved in a brava rescue.

## COURAGE IN THE NORTH SEA

## Brave rescue bid saves third hand

THE COURAGE of the mate of a Lowestoft trawler, who dove into the North Sea to rescue a shipmate, and the "superb seamanship" of two trawler skippers to manoeuvre their vessels during the rescue were praised at Lowestoft last week.

The rescue took place in the Norwegian sector of the North Sea on Friday afternoon when 24-year-old third hand Brett Allin, was knocked overboard from Constance Banks by a wire as the trawler gear was put out.

The mate, 38-year-old Barry Massuras, quickly got permission to go after him and after Mr. Allin had been picked up safely Barry Massuras was picked up by another trawler, Boston Sea Fury.

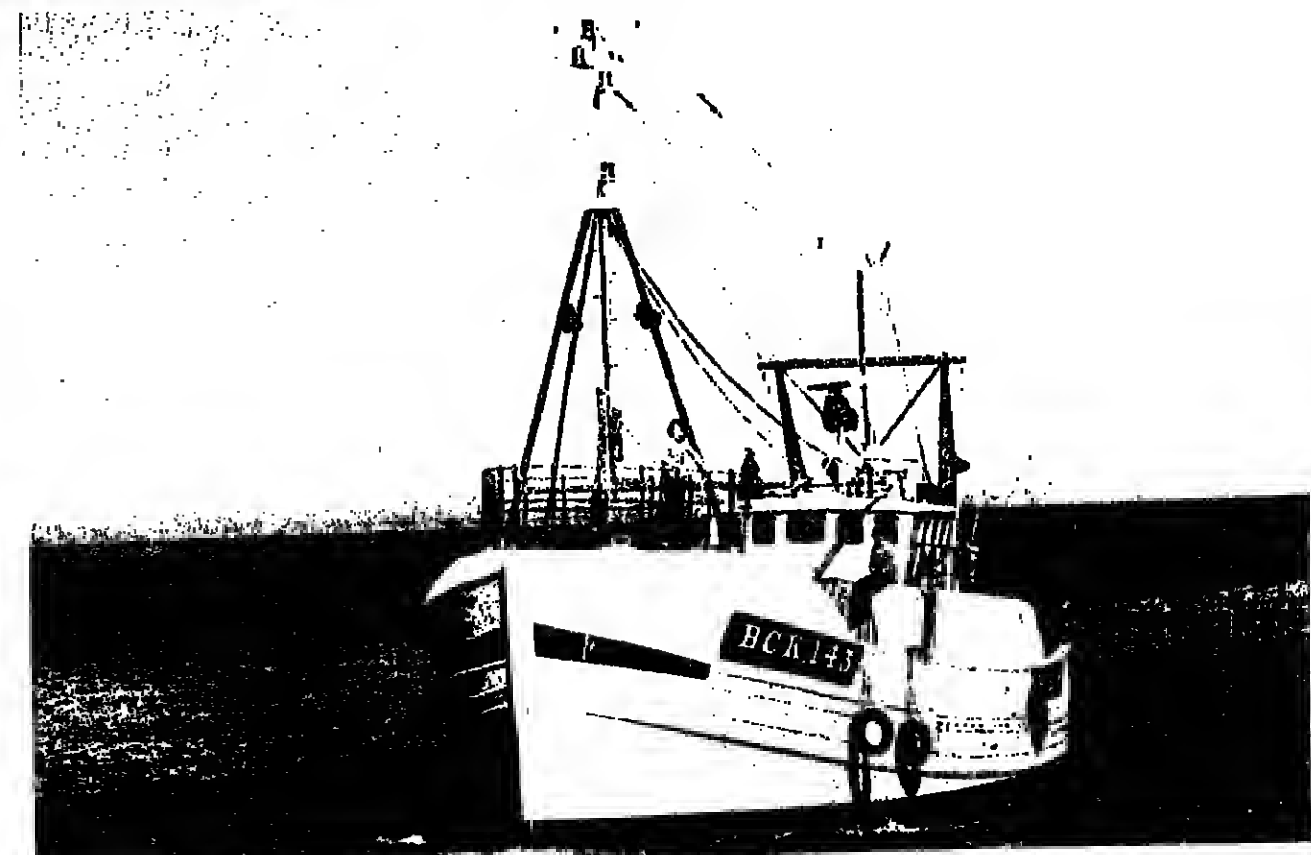
Constance Banks is skippered by David Athorn, and Boston Sea Fury by Victor Crisp.

"There is no doubt in my mind that had it not been for Barry going over the side and the fine work by both the trawlers skippers there could have been a loss of life," said Maurice Horabin, fleet manager for Small and Co., owners of Constance Banks.

"The seamanship was remarkable — I cannot praise it highly enough. Barry's action was a brave one."

It was the second time Barry had saved a shipmate. Back in November 1961, Barry — a 19-year-old deckhand at the time — went overboard from Suffolk Kinsman after two men got caught up in the net and were pulled into the sea when a rope broke.

The skipper, Peter Bedford, of Lowestoft, managed to swim back to the trawler and climbed back on board via the net. But the third hand, Ernest Locke, of Lowestoft, was a non-swimmer and a lifebelt thrown from the trawler failed to reach him.

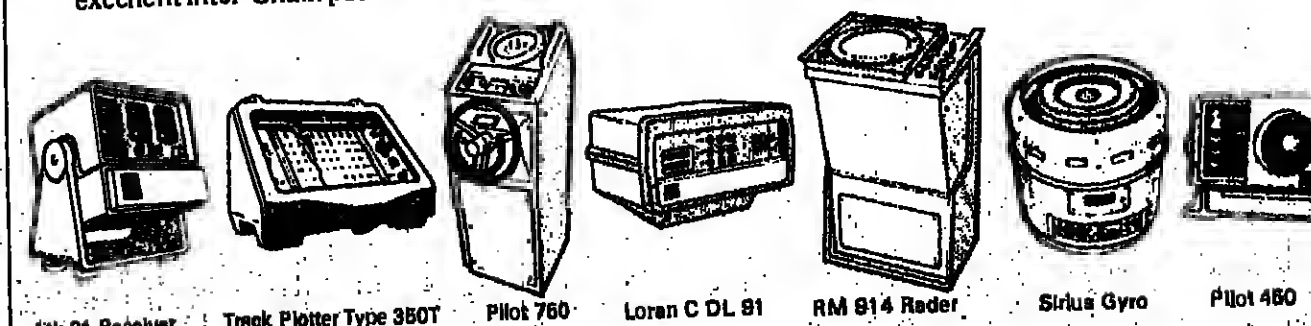


## 'AEOLUS' All the way with Decca

Aeolus, a new 74ft. seiner-trawler from the Macduff Boatbuilding and Engineering Co., has recently commenced operations out of Peterhead under the command of Skipper-owner George Findlay of Buckie.

In common with a growing number of Scottish fishing vessels, Aeolus has been equipped with a dual Decca Navigator Mk21 receiver installation to take advantage of the excellent inter-Chain position fixes that may be

obtained in areas of overlapping Decca coverage. A Decca 350T Track Plotter, interswitched with the receiver installation, automatically records tracks and tows and accurate steering is assured with the Decca 450 autopilot. Decca Radars type RM914A and 050 provide the vessel's electronic eyes and Simrad fishfinding, and Sailor and Audix communications equipment is also to be found on Aeolus — one of 12,500 fishing vessels that have chosen to go All the Way with Decca.



Mk 21 Receiver, Track Plotter Type 350T, Pilot 750, Loren C DL 81, RM 914 Radar, Sirius Gyro, Pilot 460

The Decca Navigator Company Limited, 4 Albert Embankment London SE1 7SW



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Referring to a Council Working Group set up to establish the facts about so-called 'historic rights' inside our 12-mile belt Mr. Silkin regarded this as a real movement by the Germans.

## Dogma

"Hitherto they have clung rigidly to the dogma of completely free access for Member States throughout the waters subject to the Common Fisheries Policy. They have just not been prepared to sit round the table to establish the basic facts which we all need to know before we can sensibly discuss what would be involved in giving us an eventually exclusive 12-mile belt and providing for termination of whatever historic rights at present exist."

Mr. Silkin emphasised that the United Kingdom's position remains unchanged. "I have conceded nothing except a willingness to enter this new phase of the negotiations in a constructive spirit, without recriminations about the past."

Mr. Silkin also warned that making progress with Germany did not necessarily mean that progress had been made with the Commission and other member states.

"We are not falling over ourselves to settle at any price." — JOHN SILKIN.



## Danes slammed...

DENMARK has been left in no doubt about the British Government's tough attitude towards conservation. In a hard hitting Danish television interview, Fisheries Minister John Silkin made it clear that industrial fishing was a "totally irreconcilable attitude towards conservation."

With the Danes obviously smarting from the measures on Norway Pout, Mr. Silkin said he was terrified by the political nature of EEC negotiations. Elections in Germany, Britain, Denmark or elsewhere provoke the attitude of lets get them a few more thousand tonnes of fish.

## Evidence

"That is not the way to do it. You cannot do this politically, you must do it with scientific evidence. Mr. Silkin explained that this was the way the British Government was working on the Norway Pout."

Asked why with such a strong argument he could not convince his EEC partners, Mr. Silkin said:

"They are concerned with the amount of fish to be taken. It took us a long time in Britain, to learn what conservation meant."

Drawing on the lessons learned from the confrontation with Iceland, Mr. Silkin explained that we felt at that time, the way the Danes do now. "But you know that since the fishing has been cut down, the Icelandic stocks have begun to move up again. And since we have had a ban on North Sea herring our stocks have begun to come up again."

"That's what it's all about. And you have got to learn the lessons even if they hurt you."

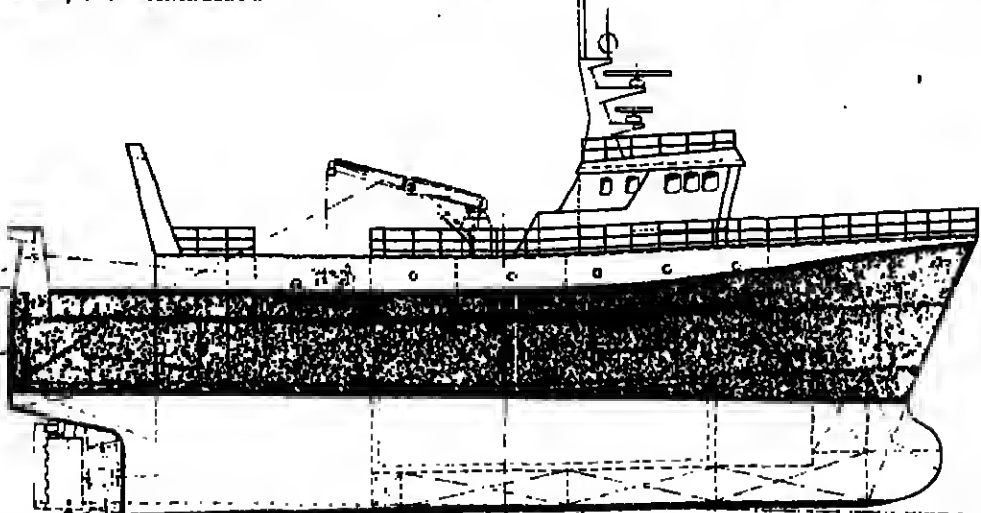
Questioned about Britain's measures on herring, Mr. Silkin made it clear that these had not been accepted by the community.

There is no community measure at all protecting North Sea herring. "It is a British unilateral measure."

## Demonstration of fishing vessels

The 10th-11th and 12th November the latest delivered fishing vessel from Langsten Slip & Sæstyggeri A/S, Norway, will be demonstrated in the port of Fraserburgh.

The combined gill net/longliner and trawler m/v "Eldborgtræl" has already got the interest of several Norwegian fishermen, and a sister vessel is already under construction.



## The vessel has the following particulars:

Length o.s. 110'. Breadth 31' 10". Depth mld. maindeck 14' 10". Main engine type Norm diesel 1650 HP. Auxiliary engines 140 kva and a shaft generator at 875 kva.

During the demonstration in Fraserburgh representatives from the yard and West Norway Shipbuilders Association will be present onboard. Take this opportunity to study the latest innovation from one of the leading shipbuilding yards in Norway.



## WEST NORWAY SHIPBUILDERS ASSOCIATION

P.O. BOX 231, N-5001 BERGEN, NORWAY

Tele: (08) 31 27 11 — Telex: 42025

We will be on board the M/V "ELDBOROTRAL" in the port of Fraserburgh and will be pleased to discuss your hydraulic deck machinery requirements. Please come along and meet us.

Hydraulic deck machinery



HYDRAULIK BRATTVAAG

## COMMENT

THE DIRE state facing British trawler companies was brought right home, last week, with the announcement that Boyd Line was closing its subsidiary William Linton and Son of Granton. This was just not the end of the line for this side trawlers and their crews, it was the virtual extinction of a fishing port.

If a company like Boyd has to take these steps of measure, it hardly bears thinking about what is going to happen to other deeper operators.

The Boyd Line has always been among the most progressive and enthusiastic firms in the trawling business, and unlike some others cannot be accused of not reacting to changing economic conditions.

In the days when big trawlers began to fish the going hard, with limited opportunities for demersal fishing, Boyd's quickly adapted to midwatering for herring only to find, like everyone else, that they were caught in the noose of conservation measures.

Then came the challenge of the blue whiting fishery which resulted in a £250,000 loss for the company.

When the mackerel fishery began to take off, Boyd skippers were to be found on Inshore boats operating out of Devon, learning the business. And the company has always been the first on Humberide to dip into its pockets for any kind of training programme.

Throughout all these depressing times Boyd has presented the all too rare 'gentlemanly face' of fishing, never seeking to take short-cuts with its employees and customers.

The fortunes of Boyd fully back Minister John Silkin's assertions that British conservation measures are non-discriminatory. But when they affect a company of this calibre, it really is time to wince.

## fishing news

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Barrie Measures (left) visits Brett Allin the third hand he saved in a brave rescue.

## COURAGE IN THE NORTH SEA

## Brave rescue bid saves third hand

THE COURAGE of the mate of a Lowestoft trawler, who dived into the North Sea to rescue a shipmate, and the "superb seamanship" of two trawler skippers in manoeuvring their vessels during the rescue were praised at Lowestoft last week.

The rescue took place in the Norwegian sector of the North Sea on Friday afternoon when 24-year-old third hand, Brett Allin, was knocked overboard from Constance Banks by a wire as the trawl gear was being put out.

The mate, 38-year-old Barrie Measures, quickly got permission to go after him and after Mr. Allin had been picked up safely Barrie Measures was picked up by another trawler, Boston Sea Fury.

Constance Banks is skippered by David Athorn, and Boston Sea Fury by Victor Crip.

"There is no doubt in my mind that had it not been for Barrie going over the side and the fine work by both the trawler skippers there could have been a loss of life," said Maurice Horabin, fleet manager for Small and Co., owners of Constance Banks.

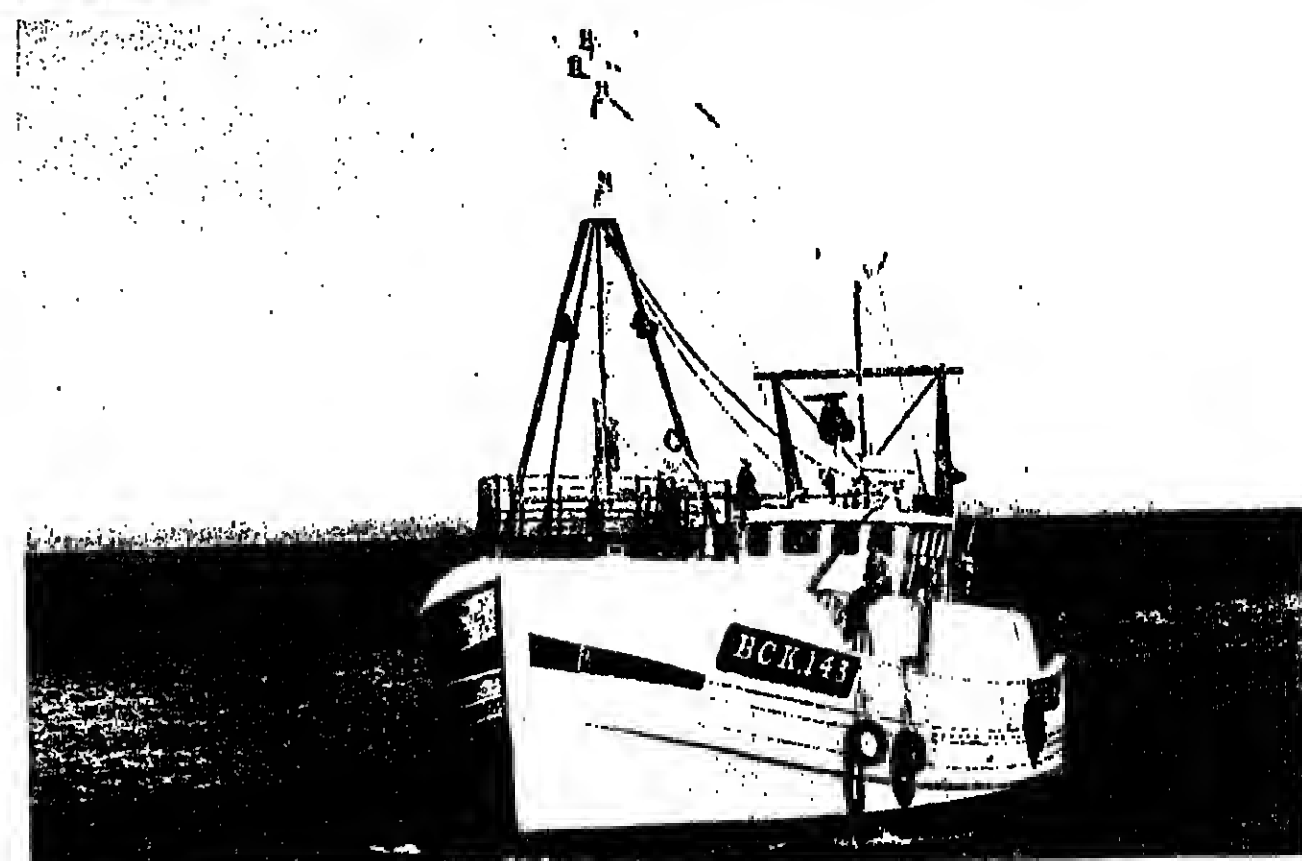
"The seamanship was remarkable — I cannot praise it highly enough. Barrie's action was a brave one."

It was the second time Barrie had dived into the sea from a trawler to rescue a shipmate. Back in November 1961, Barrie — a 19-year-old deckhand at the time, went overboard after two men got caught up in the net and were pulled into the sea when a rope broke.

The skipper, Peter Bedford, of Lowestoft, managed to swim back to the trawler and climbed back on board via the net. But the third hand, Ernest Locke, of Lowestoft, was a non-swimmer and a lifebelt thrown from the trawler failed to reach him.

Careful manoeuvring brought the trawler into a position where Mr. Allin was in the water amidships and unsuccessful attempts were made to reach him with a rocket line and other handlines were thrown.

Mr. Allin was grabbed by other members of the crew and hauled safely on board — but as the trawler lifted on another swell the grip on Barrie was lost and he drifted astern. He was later hauled to the stern of Boston Sea Fury and pulled on to that vessel.

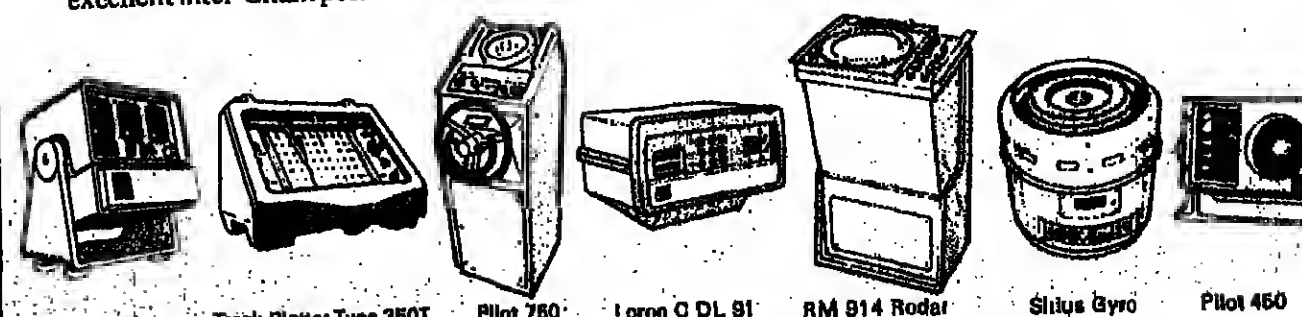


## 'AEOLUS' All the way with Decca

Aeolus, a new 74ft. seiner-trawler from the Macduff Boatbuilding and Engineering Co., has recently commenced operations out of Peterhead under the command of Skipper-owner George Findlay of Buckie.

In common with a growing number of Scottish fishing vessels, Aeolus has been equipped with a dual Decca Navigator Mk21 receiver installation to take advantage of the excellent Inter-Chain position fixes that may be

obtained in areas of overlapping Decca coverage. A Decca 350T Track Plotter, interswitched with the receiver installation, automatically records tracks and tows and accurate steering is assured with the Decca 450 autopilot. Decca Radars type RM914A and 050 provide the vessel's electronic eyes and Simrad fish finding, and Sailor and Audix communications equipment is also to be found on Aeolus — one of 12,500 fishing vessels that have chosen to go All the Way with Decca.



The Decca Navigator Company Limited, 9 Albert Embankment, London SE1 7BW.





## 'Down with NSW and their infernal 2500 winch!'

Cedric Cod

"It's all right for you lot up on the surface, but it's no fun down here I can tell you. The 2500 trawl winch from NSW is the worst news we've had since some fool developed a taste for fish. Look, we're slippery customers and don't mind taking our chances with normal trawl winches — but NSW have designed theirs for 12-metre boats upwards. And there's not much live and lot live about these advantages..."

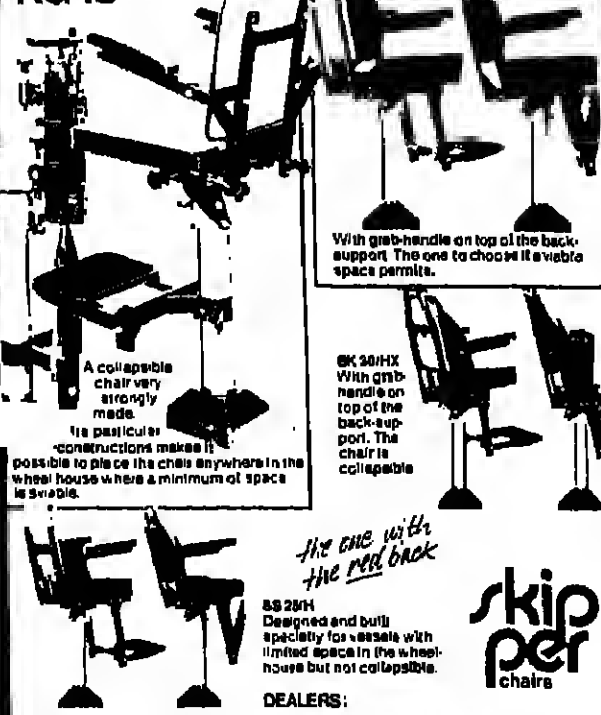
- Built for reliability under the toughest conditions.
- Ideal for 12-metre boats.
- Low cost installation.
- Emergency Stop/pump unloader valve.
- Precise Inclining/Full speed control in both directions on single lever.
- Load down time than any other winch — 24 hours service.
- Saving £s on ready fitted male adaptors for pipe.
- Galvanised.
- Go on — send for their literature. See it! Care!

"P.S. If you happen to catch me, remember who blabbed about a first..."

**North Sea Winches Ltd.**  
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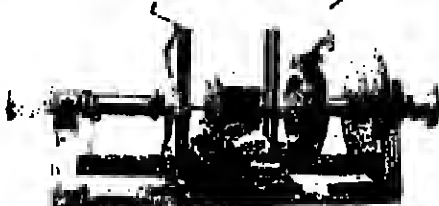


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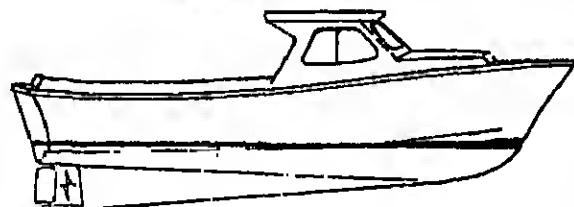
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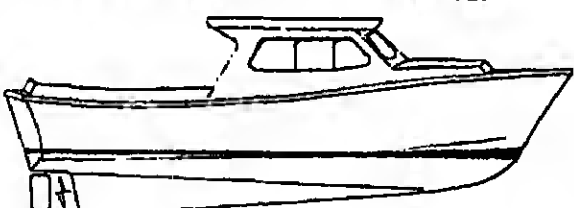
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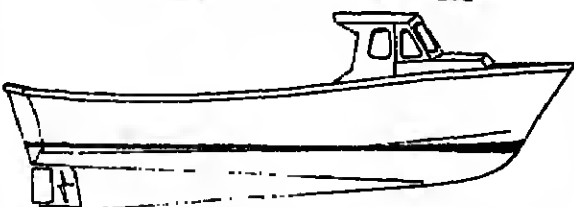
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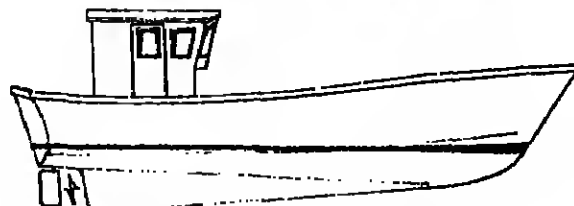
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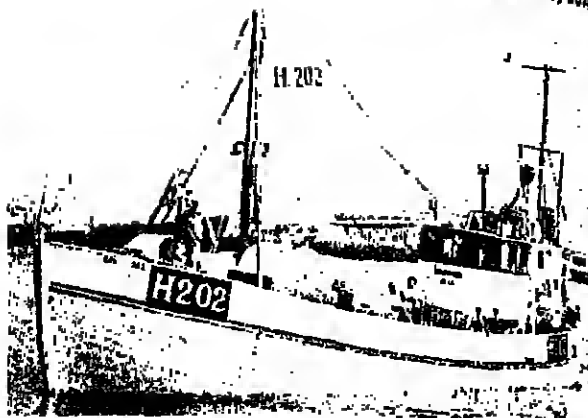
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Above left: Ter Steep and Jami, two Belgian trawlers which brought in much-needed fish to Grimsby and [right] Rosborough — the first of the 'borg' boats to top £100,000 for the year.

## WARNING SIGNS AS RECORDS FALL

FISH MERCHANTS at Grimsby had a warning last week of what could still lie in store during the coming winter unless landings from foreign vessels are increased.

With the first signs of supplies from the anchor-seiners fading away and without any distant-water fish from the local or Icelandic fleets, landings rose-dived to well under 20,000 kts.

However, vessels which had managed to find fish did surprisingly well and as prices rose a series of records were broken.

Consolidated Fisheries at the pattern on the very first market. The anchor-seiner *Rosenborg* (Skipper Niels Peter Jensen) produced a £12,488 grossing from 297 kts, mostly of North Sea cod, which pushed her earnings past the six-figure mark for the year.

*Rosenborg* was the first of the 'borg' salmon to pass this milestone at Grimsby, although later in the week *Guldborg* (Skipper Hena

Kristensen) repeated the feat with a grossing of £11,531 from 312 kts, again largely cod.

The next Monday record to go was a new company grossing high from *Lindenberg* (Skipper Carlo Thim), worth £14,888 to Conaals from 339 kts of cod and plaice before Skipper Eric Loss in the Conaol-egent gill-netter *Werdley* established a Grimsby inshore grossing record of £16,004 from 243 kts of huge cod.

Also on to a record on the same market was Tom Sleight's inshore liner *Ashville* (Skipper Richard Lutchena) with her best-ever grossing of £2,811 since converting from seining last winter. *Ashville*, amazingly, is still working the dogs.

### Career best

Later in the week came best-ever figures for the Bridlington visitors *Crusader* and *Contestor* with £2,198 from 53 kts and £2,809 from 92 kts through the United Seiners agency. And the Jubilee Fishing Company celebrated its top trip, since its formation 18 months ago, with a £21,607 plaice apical from the Dutch visitor *Pieter Gijborgho* (KW 176), which turned out 625 kts.

*Lead Us* (Skipper Jackie Mountain) hit her career best with £1,041 from 25 kts of line-caught Humber aprags.

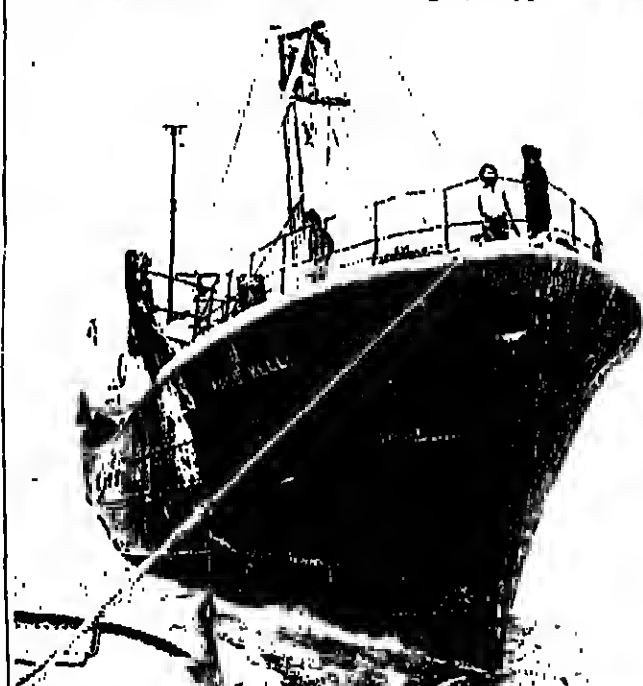
and among several other miasa was a combined £2,51,019 by the pair *Margretha Bojen* and *Frans Bojen* from 1,445 kts of cod and codling after a 12-day trip.

### Holiday

With Jens Bojen away on holiday and Skipper L. Richardson and Tim Bign in command, the pair net only £1,800 off its previous record of £2,808, set August. However, *Margretha Bojen* with her continued £28,565 was the port tripper of the week and finished well in front of *BUT's* Ross Kelly (Skipper Barry McCall), the port tripper.

The one-time distant-water vessel landed easily the longest single trip of 21 mixed fish in a turner 1,008 kts after 17 days. Scotland. The big mixed water boat included 160 haddock, 170 of whiting, 2 of coley and 240 of dog. 12 of 'inks' in the landing. was almost £10,000 clear the next best, H. L. Taylor's *Yesso* (Skipper Peter Bore) with £15,705 from a 16-day home waters trip of 476 kts.

Even though the times are still finding things difficult, it was a much better week for Taylors with £1 grossings in or around £14,000.



Ross Kelly, top tripper at Grimsby last week with £28,008.

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## BRIDLINGTON TRAGEDY

# Two men die as boat capsizes

TWO INSHORE fishermen died last week when the Bridlington-own steel pocket trawler *Hannah Louise* (H 10) capsized and sank four miles south-east of Flamborough Head.

Skipper Ian Anfield and 18-year-old deckhand Michael Nicholson were both lost after the 54-footer's gear came fast on wreckage. But the two other deckhands, Michael Cusack (23) and Graham Graan (19) were thrown into the sea and later picked up by another fishing vessel.

They suffered shock and exhaustion, but otherwise were unhurt.

Both survivors had been working on the deck, in calm seas, together with Mr. Nicholson when the 49-ton vessel suddenly turned turtle at midday on November 1. Skipper Anfield is thought to have been trapped inside the wheelhouse.

### Unconscious

Mr. Nicholson was said to have been knocked unconscious and for a time the two survivors supported him in the sea until they were overcome by exhaustion.

A full-scale air-sea search was begun immediately and an RAF helicopter winchmen was lowered on to *Hannah Louise's* stern section only minutes before she finally sank, to try to find out if anyone was trapped and still alive inside. Helater reported that his knocking had not been answered and there were "no obvious signs of life."

*Hannah Louise* finally sank about a half-hour after she capsized. Bridlington lifeboat and a fleet of vessels kept up a continuous search of the area well into the night, but found only fish boxes and floats from the trawler.

Later coastguard and police searched the beaches between Flamborough and Bridlington, but there was still no sign of either body when the search was finally called off late on November 2.

Strong tides and worsening weather prevented a diving team from carrying out an early inspection of *Hannah Louise*, which is lying in 20 fathoms. But on Sunday a team went down and confirmed that there was a body they were unable to recover in the wheelhouse.

**Escape**  
In March 1977 the 10-year-old Thorn-built vessel, then carrying a five-man crew, had a narrow escape when she ran aground while making for Bridlington harbour in rough weather. Coastguard winched the men off with a breeches buoy in gale-force winds and *Hannah Louise* was refloated later.

## FAROE TRAWLER GRABS RECORD AT ABERDEEN

THE FAROESE line fishing boat *Pison* made a record landing at Aberdeen on Wednesday. She turned out 1,400 cwt., mostly small codling and haddock, which fetched £48,500.

For some time now poor fishing coupled with bad weather has been reflected in very poor markets at Scotland's premier port.

### Boat sinks at moorings

A FORMER BUT distant-water trawler sank at her moorings in Grimsby early on Monday. The 324-ton *Locarno* was discovered submerged, resting on her starboard side, with only the bows, her main mast and upper port quarter of the wheelhouse out of the water.

*Locarno* has not fished for more than three years, since she damaged her stern gear in a pack ice off Iceland. Earlier this year BUT decided to scrap the 20-year-old trawler and it is understood she is now owned by a Mr. Velman of London, who planned to convert the vessel for non-fishing purposes.

Skipper Johannesen said he was "delighted" with his trip to Aberdeen.

Spokeamen John Brown (Aberdeen) & Son (Ltd.) agents for the *Pison* said: "We are hoping that prices will be high enough to attract other foreign boats."

**Complain**  
Aberdeen Trawler Officers Guild earlier complained that earlier vessels landing catches at Aberdeen while UK trawlers were being "harassed" on the middle-water grounds by Faroese gunboats.

They also claim that stringent conservation measures including large-size mesh and closure of traditional grounds were making it unviable for UK boats to fish the Faroese grounds.

## FLEETWOOD REACTS TO ICES CALL

FLEETWOOD Inshore Fishermen's Association has reacted strongly to recommendations by ICES scientists that big cuts should be made in the 1979 Irish Sea catch of plaice and cod and overall landings should also be limited.

David Rainford, its chairman, said that if cuts were to be made in the total catch then there should be restrictions on who was allowed to catch it.

He urged a ban on all trawlers of more than 80ft. and more than certain tonnages and called for the setting up of a board of local people to administer the fishery and issue licences on a local preference basis.

Without such restrictions the outlook for inshoremen next year would be grim, he said. "Our boats are unable to go further than 50 miles. There is obviously not enough fish to go round so the Irish Sea should be made a small boat area."

## Falmouth doubts

A DEAL to bring in 100 Scottish vessels to land at Falmouth Docks is still in the balance. Following a meeting, last week, no overall contract had been worked out between the docks and the Scottish Fishermen's Organisation.

After the meeting Ian Sutherland, docks managing director, said: "The matter is still at the discussion stage. I think the biggest thing that seems to be bothering them is the question of the new quotas and the effects they have on the economics of operating some of their larger vessels."

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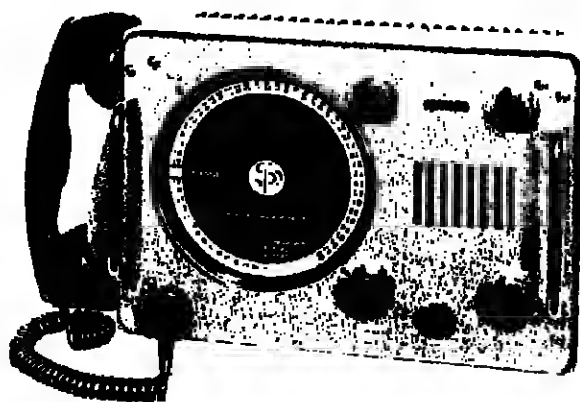
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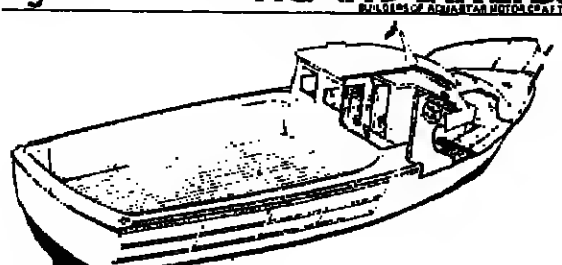
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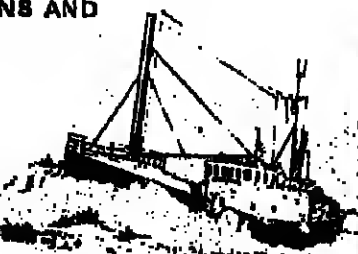
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# Big mackerel catch goes for meal

THERE ARE hopes that French trawlers will again use Fleetwood as a landing base now that their summer refits have finished.

Last week the stern trawler *Jacinto* — one of the first French boats to use the port when French trawlers began landing — provided the highlight of the week's landings when she brought in 900 kits — including 135 of cod, 25 of plaice, 145 of haddock, 160 of whiting, 120 of coley, 15 of roker and 10 of dogs, which sold for £26,531.

Agents for the vessel were Boston Deep Sea Fisheries whose Fleetwood manager Dennis Bond said: "We are hoping this is the start of our French connection once more."

"When they started landing in January they were arriving fairly regularly and I hope we start getting a regular flow now. It's certainly very much needed."

His words were underlined by last week's total landings, which were far below the level needed to keep Fleetwood viable. In an effort to bring in more supplies, a delegation from the port flew to France, returning last week.

It consisted of Mrs Doris Newsham, managing-director

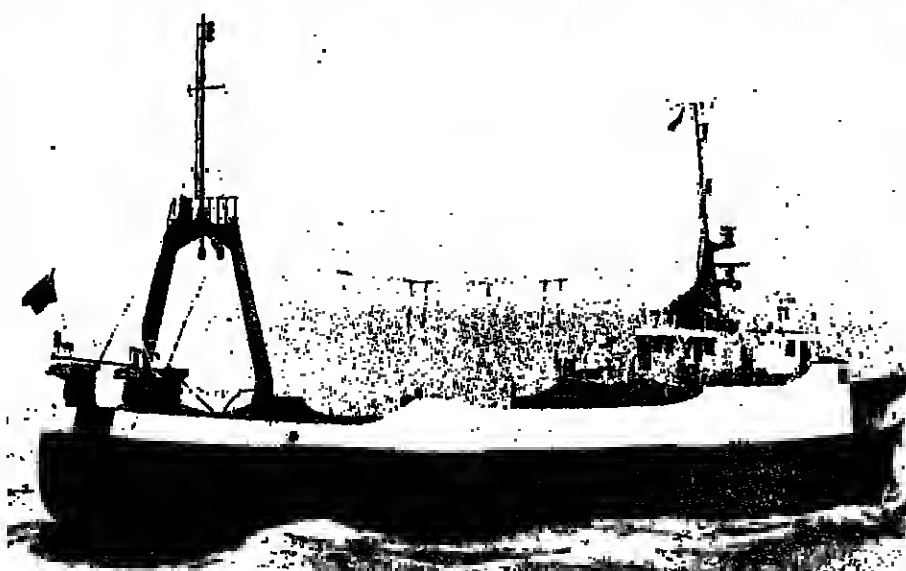
of J. N. Ward and Son Ltd., Barry Palmer, of the same firm and Alan Welsh, junior vice-president of Fleetwood Fish Merchants' Association.

Ironically, the biggest catch landed at Fleetwood last week went mainly for fishmeal. The stern trawler

*Jacinto*, commanded by Skipper Bill Taylor, returned to give her crew a break from the south-west mackerel fishery and landed 1,021 of mackerel which sold for a mere £3,857.

It was also a sign of the times that the top West Coast

trawler of the week was from Fleetwood but *Milford Haven*. This was the *Welsh* which landed 206 kits at £10,351 — the third time in succession she has topped £10,000. Quality rather than her main variety.



*Jacinto* — biggest catch, but nearly all the mackerel went for meal.

## EEC TRAINEES AT HULL SEMINAR

FORTY-SEVEN trainee master fishermen and eight fishing instructors from eight countries are taking part in the second EEC Fishing Seminar, which starts at Hull College of Higher Education on Sunday.

Fishery scientists are also attending the six-day event, which is organised jointly by

the Centre D'Etude et D'Action Sociales Maritime (CEASM) and the Collège de la Pêche de la Région de la Mer du Nord.

All of the trainee fishermen are drawn from Community countries. France and Italy are sending seven each, Britain and Denmark six each and Belgium, Holland, Germany and Spain five each. Simultaneous translation is

being provided for non-English speaking participants.

Subjects for the lectures and discussions during the week include the main developments in EEC fishing, management of resources and an economic approach to deciding on fishing restrictions.

During the course the trainees will visit Hull Fish Market and use the fishing simulator and electronic aids at Hull School of Nautical Studies. There will also be practical work at the WFA's Huma tank.

Wednesday afternoon will be devoted to a visit to the inshore port of Bridlington to see fishing boats and port installations and meet commissioning skippers and master fishermen.

## Wet-fish 'famine' ended

THE Icelandic trawler *Hegrona*, which made £64,807 for 1,831 kits of fish on Monday provided the port with its first direct wet-fish landing from any vessel for over a week.

Among the turnover of 801 kits of cod, 384 of plaice, 223 of haddock, 90 of coley, 16 of halibut, 90 of coley, a similar amount of cod. Prices ranged from 10p per kit, heads on, including £43.50 for cod, £37.25 for haddock, £38.25 for plaice and £75-80 for halibut.

Boyd Line were port agents for the trawler, which was visiting Hull for the first time.

## P. J. COBB

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(Please note this is the Green Road not Greenwood Road as printed November 5, 1978)

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## 'Blacked' trawlers —talks?

REPRESENTATIVES of two Hull trawler companies are seeking talks with shore-based engineering workers at Milford Haven who are blacking their ships.

Members of the AUEW employed by Milford Dry Dock Co. claim that Boyd Line and Thos. Hamling Ltd. sent engineers from Hull to do repair and maintenance work.

But the owners say they employed local labour and only sent down specialists.

# FLYING EELS TAKE OFF FOR HOLLAND

FISH FARMER Maurice Ingram on the north Somerset coast made his first break into the EEC last month when he had 300 kilos of live silver eels flown to Holland.

They were airfreighted from Lulgate Airport, Bristol, to Amsterdam. Twelve hours later, gutted and smoked, the eels were on

sale in the city's restaurants. Nine years ago Mr. Ingram began growing (he prefers the term growing to breeding) fish on a small site near Hinkley Point nuclear power station, using the station's warm outfall water.

He has since formed the company Marine Farms Ltd. with local Somerset businessmen and farms on a 14-acre site leased from the Central Electricity Generating Board.

Equipped with eleven 22,000-gallon circular tanks, packing, storage and office facilities, the warm water connection to the power station is beginning to pay off. There is even the possibility of expansion — the company is negotiating with the board for additional land.

The farm also rears young oysters for on-growing, but eels appear to offer the best prospects. Eels are readily available from local eel stations.

Mr. Ingram said: "The outfall water, which is between 15 and 30 deg. C. warmer than the coastal sea water depending on the time of year, is ideal for eels, which are the most practical fish we can find to grow in large quantities."

"Top quality silver eels have a high fat content and are excellent for smoking."

He buys his eels (each weighing about a third of a gramme) by the kilo in April and May. "By the time we sell them after 16 months, they weigh about 200 grammes each," he said.

Eels are a high-priced and much desired food in several European countries. "It is an expanding market and we are achieving what we hoped for," he said.

He will be achieving even more when he sends a three-ton container shipment over to Holland in December. Meanwhile in Holland, plants producing smoked eels have been experiencing difficulties obtaining supplies from the IJsselmeer, the expanse of water formerly called the Zuider Zee.

In the first half of 1978, supplies were just below 380 tons (worth the equivalent of \$1.52 m). Indications are that total output from the IJsselmeer this year will be below the 1977 level of 783 tons.

## 'Kipling' escapes mothballs

BRITISH United Trawlers at Grimsby has pulled another of its former distant-water trawlers out of mothballs in an attempt to improve fish supplies at the Humber port this winter.

The vessel is the 163-foot *Ross Kipling* which sailed for the middle-water grounds off the north of Scotland last weekend. *Ross Kipling* now follows sister *K* class trawlers *Ross Kelly* and *Ross Kelvin*, which BUT has also recently put back on to fishing in home waters, and it is understood that the company hopes to have *Ross Kashmir* back at sea as well soon.

The four vessels were laid up in August after a series of indifferent trips on the middle-water grounds. None of the trawlers has done a distant-water trip this year.

## Faroese trawler helps Grimsby

VADHORN, the first Faroese wet fish trawler to land at Grimsby for well over a year, made a big impression on Monday's poorly-supplied market.

Her 1,428-kit, including 925 of cod and 350 mixed haddock, grossed a handsome £49,084 at an average of £34.37 per kit. *Vadhorn* landed to the Danbrit agency, which had a busy week with three Icelandic trawlers as well.

Monday also brought

Grimsby's new Boston-Sleight foreign agency their first landing when the Icelandic *Ron* landed 992 kits to gross £33,489.

A spokesman for the new agency told *Fishing News* everyone was well-pleased with the first joint effort considering almost a third of the catch was cod and redfish.

Boston-Sleight had a Faroese vessel for Thursday but details were not available when *Fishing News* went to press.

## FIRE SHIP IS BACK HOME

A DECISION on the future of the Grimsby middle-water trawler *Okino*, badly damaged by fire off the Shetlands last month, is expected shortly from H. L. Teylor Ltd., owner of the 273-ton vessel.

The smoke-blackened *Okino* is now back at the Humber port and appears to have suffered extensive damage to the wheelhouse and the upper and lower accommodation aft. It is also understood that there is extensive damage to some of the structural steelwork.

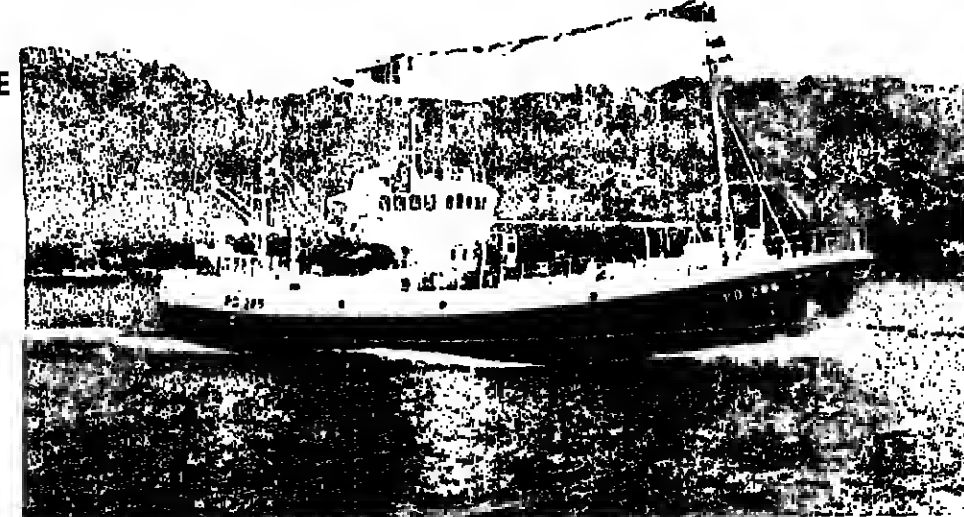


The smoke-blackened and fire-gutted *Okino*.

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# Wooden boats switch to fish tanks

Below: the 86ft. cruiser sterned *Sarepta* in Fraserburgh after being fitted out with a refrigeration system.



THREE Scottish wooden-hulled vessels — the Shetland purse seiner *Zephyr* and the Fraserburgh pair trawlers *Qui Vive* and *Sarepta* have been fitted with fish tanks. This marks a major innovation in the Scottish fleet, previously fish tanks have only been used aboard steel-hulled boats.

*Zephyr* has been equipped with tanks only, but the other two have been fitted with a

...dual system also handles white fish

refrigerated sea water system which introduces yet another new feature aboard Scottish boats.

The tanks can be used as a chilled fishroom for carrying the catch in boxes when the boats are trawling or seine netting for white fish.

Up to now it has been accepted that fish tanks are primarily for use when vessels are fishing for pelagic species, such as herring and mackerel. But the expensive RSW system lies idle if the boat switches to white fish operations.

It was this factor which led Promac Nederland BV, the Dutch manufacturer of marine refrigeration equipment, to develop a dual purpose refrigeration plant which can be used for both types of fishery.

This system fitted to *Qui Vive* and *Sarepta*, has been supplied through the Yorkshire firm of Morep



Ltd., Promac's agents in the UK.

Main contractor for fitting the tanks and refrigeration equipment was the Sandhaven boatbuilder J. and G. Forbes and Co. The naval architects, Napier of Arbroath designed the tanks and also carried out the stability re-calculation.

Each vessel is fitted with three insulated steel tanks designed to give a capacity for about 60 tons of fish when being used as RSW tanks for herring or mackerel. The method of cooling the tank contents also differs from that of other types of RSW plant.

## System

Instead of circulating the tank water through a seawater cooler, the system incorporates sturdy pipes mounted against the tank sides and protected by perforated steel sheets. A secondary refrigerant is pumped through these pipes which circulates through the primary refrigeration cooler.

The tank water is also circulated, being pumped around the cooling pipes to

obtain optimum cooling and heating transfer. One big feature of the system is that the cooler does not pass the deposits would have a serious effect on the efficiency of the system. But the main advantage is that the system is self-cleaning as the water is being used as fish-carrying tanks when the mackerel season is over.

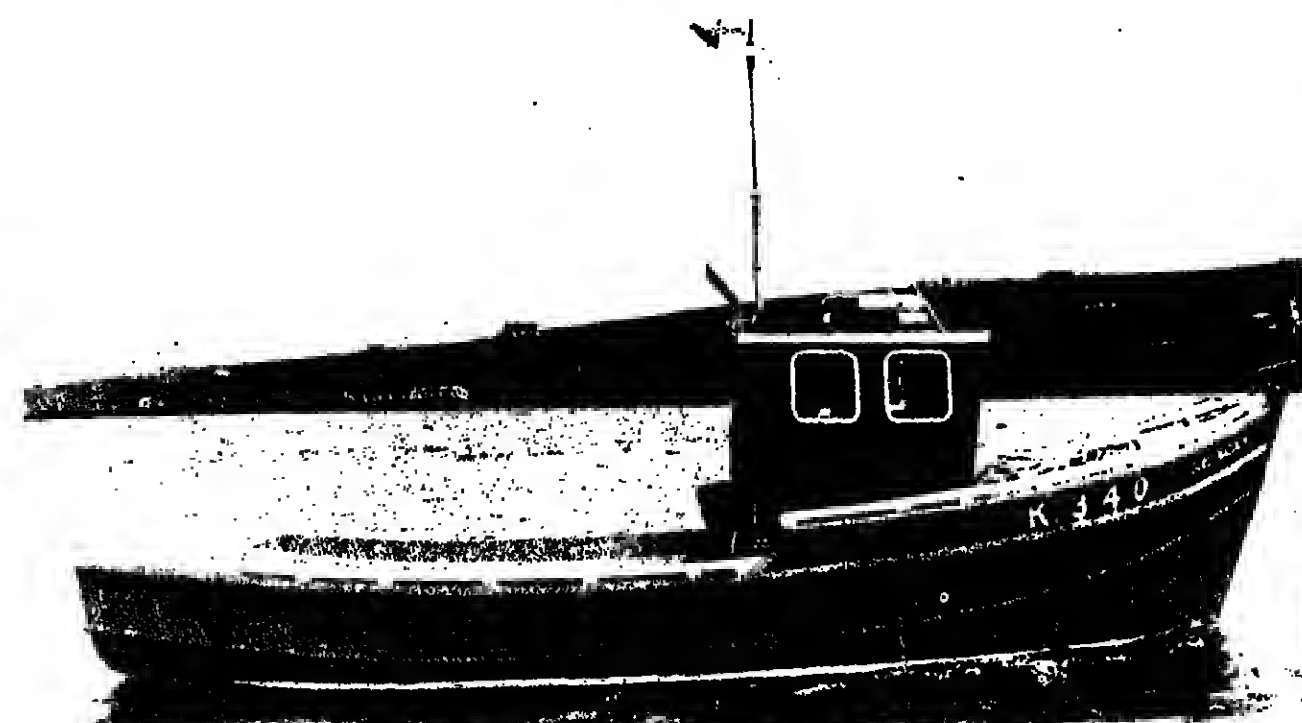
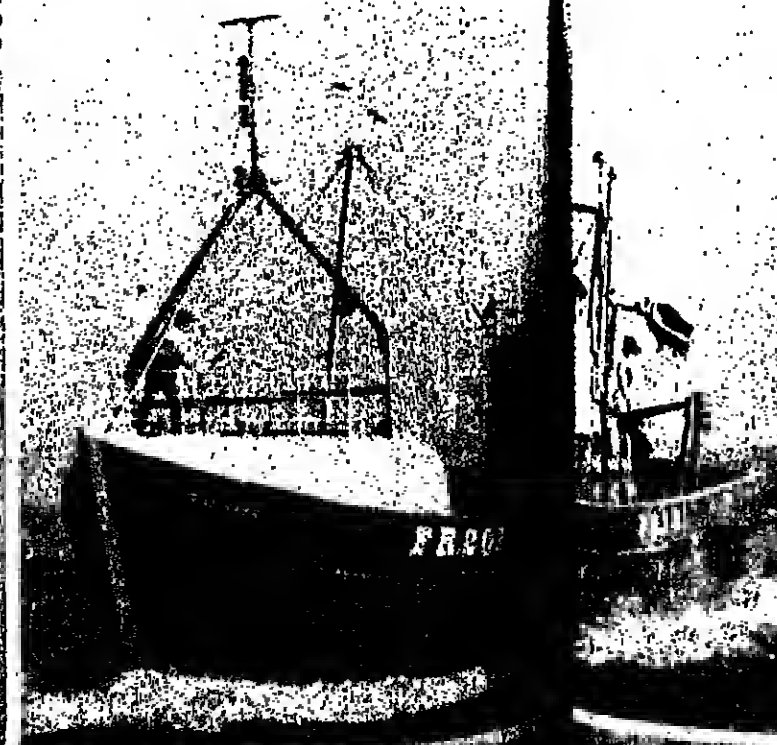
By use of a multi-compressor circuit the refrigerant is pumped to operate in both directions. Aboard *Qui Vive* and *Sarepta* the refrigeration machinery is housed forward and aft of the fishroom and in the 40 kW Grassi compressor and three Desai

Quil Vite — pulling vessels for mackerel during winter and then switching to white fish operations when the mackerel season is over.

The system should prove ideal for use aboard *Qui Vive* and *Sarepta* which will be the first of a new class of fishing boat being built by the firm. The system is designed to handle the winter and then switching to white fish operations when the mackerel season is over.

Both vessels were built by J. and G. Forbes and Co. in 1976. With an overall length of 28 ft. the cruiser sterned lobster boat under Skipper John Noble of Fraserburgh, *Qui Vive* was built for Upper Francelia Reid of Orkney.

*Zephyr* was also a product of the Forbes yard in 1976, built for Skipper John Forbes of Whalley. Her three CSW tanks were fitted with the Napier stability calculation.



## LOBSTER BOAT JOINS ORKNEY FLEET

A 28FT. clinker-built wooden lobster boat has been completed at the James Duncan yard in Orkney. Named *Gill Nicolo*, (pictured above) she has joined the local fleet and is owned by Mr. J. M. Ward of Deerness.

Constructed from larch on oak to WFA and HDB specification, the vessel is powered by a 58hp Later HRW4 engine with a 3:1 reduction. There is accommodation provided

for a two-man crew. Wheelhouse equipment on the boat includes: 'Sailor' vhf radio-telephones; Ferrograph G500 Mk II and Willa Ridley steering. A canopy heater is fitted on deck.

According to the equipment

fitted, the current price being quoted by Duncan's on this type of vessel is around £17,500. The Duncan yard has been busy this year with export orders. Three 36ft. GHP hulls have been fitted out for Bahrain, Saudi Arabia.

## New French engines

THE FRENCH engine company Beudouin have introduced two new diesel engines which are turbo-charged versions of their well established vee-six and vee-twelve engines. The new engines are aimed at the pleasure boat market but would be equally suited to fast fishing and workboats.

Both engines are available in three versions, the lowest powered versions being for fishing boats, the middle powered for ferries, pilot boats etc., and the highest powered for pleasure and patrol boat use.

## Versions

The V-six produces 192, 200 and 240hp in the different versions whilst the V-12 produces 386, 400 and 500hp in the same respective versions. Gearboxes with a reduction gear of up to 1.6 are available for the smaller engines whilst for the larger engine the ratios range up to 1.4.

50 years ago

Recalling some of the stories which appeared in our columns this week 50 years ago.

NOVEMBER 10, 1928  
FIRST section of enlarged market space at Hull opened. This was not expected to be finished until end of year. Whole scheme of 1,400 ft. of quay space estimated at cost of £100,000.

PROPOSAL to construct new fish dock at Grimsby looked hopeful at meeting between Grimsby trawler owners and representatives of the L.N.E.R. The Grimsby Corporation will raise capital to build dock and railway Co. will lease it. Estimated cost £1,250,000.

YORKSHIRE Fishery Board appoint full time bailiff to prevent fishing without licences.

FLEETWOOD trawlers *Gurraheen* and *Goolgwai* reach Colombo safely. Trawlers have Fleetwood crew. They left in September.

DECREASE of 1,840 tons of fish at Milford Haven during past quarter compared with corresponding period due to failure of herring season.

ABERDEEN trawler *Ben Meidie* returned from six month trip carrying out experiments in keeping fish in good condition at sea. Fish all packed in non-returnable boxes returned in excellent condition — possibly best ever quality catch brought from Iceland.

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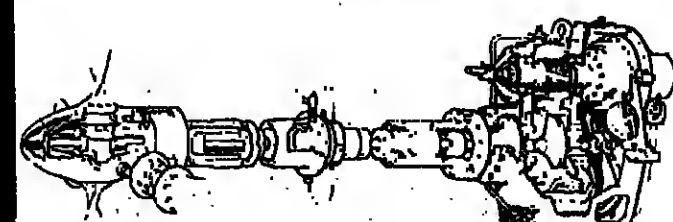
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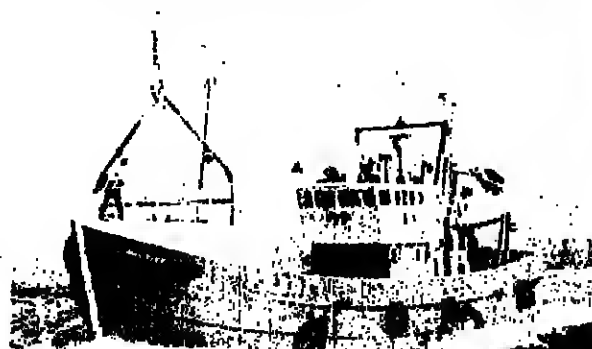
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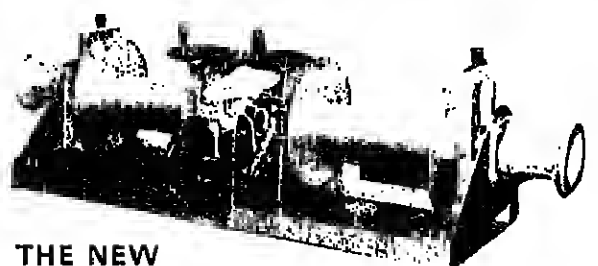
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## New type of netting needle

IF YOU have to repair nets from time to time you are likely to be interested in a new type of netting needle which is in course of being patented and is being produced in Scotland.

Invented by Victor Hetherington of Ayr, who calls it his needle/shuttle, it differs from any netting needle yet produced in having a retractable knife blade in the point.

The blade is double edged and you can shove it out with your thumb when you want to use it to cut twine, and retract it in the same way when you have done so.

The inventor claims that incorporation of the blade in a needle speeds the process of repairing as there is no need to stop and pick up your knife whenever you want to cut the twine. He says that, although he is not a fast net repairer himself, he can hold his own with the best when using the needle.

Apart from the blade, which is held in place by rivets, the device differs in no way from a conventional needle. It is made of nylon or similar plastic material and the blade does not make it unbalanced.

The introductory model is 9 1/2 in. (248 mm) long by 1 in. (25 mm) wide but a range of different sized needles will be made in accordance with demand.

I have shown the prototype to several fishermen who make their own nets and have had more experience of mending them than they care to recollect.

Opinions vary about the potential value of the device. Some think it will prove a boon to those mending nets in reasonably comfortable conditions in daylight but somewhat dangerous to use on a heaving deck at night. Others consider that it will prove to possess advantages over conventional needles if the blade is kept well oiled and sharpened but not so otherwise.

Consensus of opinion is that it is an ingenious development, the precise merits of which will only be fully revealed by extensive trials under varying working conditions.

The only practical way to find out whether you personally are likely to benefit by this invention is to get a needle/shuttle or two and experiment with them.

Sizes available, and prices, are obtainable from Victor Hetherington, Wallace McDowell Ltd., Kyle Works, 15 Smith Street, Ayr. (Tel: 83810), Scotland.

## Sheathing a boat

IN *Fishing News*, October 13, I described various ways in which you can sheathe an old wooden boat and prolong its life.

I mentioned that ferro-cement could be used but as the inquirer only wanted to sheathe a 20 ft. clinker-built boat, I did not describe how it is applied. I thought that, as its proper application requires the assistance of

## John Burgess' Log



specially skilled plasterers or tradesmen, the owner would not want to go to the expense of employing them.

It is possible though that if you want to prolong the life of a larger wood or steel boat, you might like to know briefly what is involved in skinning a boat with ferro-cement. You will then be in a position to judge which, of all the methods described, would be likely to suit your particular purpose and pocket best.

The principal advantage of sheathing a boat with ferro-cement is that the skin is mechanically fastened to the hull instead of being bonded to it. Another is that the skin — about 18 mm thick — is of uniform tensile strength.

Planking or plating in very poor condition and even sizeable holes in the hull can, according to the method's advocates, be covered with it satisfactorily.

Procedure for skinning a wooden hull is as follows: haul the boat out and block it up in a shed in which a sufficiently high temperature can be maintained to allow proper curing of the plaster, a shed in which it can remain for about four weeks.

Remove all skin fittings. Stope five layers of welded mesh to the planking up to the gunwale or, if you want, over it and over decks as well. Each layer has to be hammered and stapled so that it fits the hull closely, cut and fitted around plugs placed in skin fitting holes and the outboard propeller shaft bearing.

When all the wire mesh is in place, it is then filled with plaster, preferably by a team of specialists. They use spray equipment and spray the mortar hard against the hull until it builds up through the mesh to the required thickness. They then fair its surface until a satisfactory finish is obtained — a process which takes several hours.

If it is impracticable to employ specialist plasterers, the work can be carried out by local ones. In this case spray equipment will not be used; the mortar will be trowelled through the mesh as well as firmed by hand.

Whether sprayed or trowelled into place, the skin has to be carefully wet cured for from one to four weeks depending on ambient temperature. During this time it must not be allowed to dry; it must be kept wet by an automatic sprinkling system or other means.

When the skin has cured, procedure is to let it dry and then etch it with hydrochloric acid solution before applying primers, paints and antifouling compositions formulated for use on ferro-cement hulls.

If you want to skin a steel hull, procedure is the same in all but one respect. Instead of fastening the layers of wire mesh to the hull with staples, you have to spot weld the first layer to it in numerous places

and then secure the remaining layers to it by means of hook ties — a somewhat lengthy process.

Detailed information about materials and tools needed to sheath a boat with ferro-cement, and about the cost of employing a team of specialist plasterers, are obtainable from MacAllister Elliott and Partners Ltd., 6 Highfield, Lymington, Hampshire.

## Up-to-date almanac

WITH 1979 not far away it makes sense to get a copy of Reed's Nautical Almanac published each year.

It contains not only practically all the navigational information you are likely to need during the next twelve months plus up-to-date information on signals, distress and rescue procedures, and first aid, but also has information about new procedures and inventions likely to affect fishermen.

The almanac for 1979 contains advice and instructions for using electronic calculators for coastal navigation; for finding D, positions, courses and distances; and for obtaining position lines from celestial observations.

What it has to say about the use of calculators for coastal navigation will be of direct concern to all young seamen who aspire to become mates and skippers of fishing vessels.

Coastal navigation, it says, can be an almost continuous process and aids which can be utilised for rapid calculation should be seriously considered. It must always be understood, however, that the calculator is an aid — it is a piece of electronic equipment which is fallible, but useful for supplementing the basic skills of the navigator by enabling rapid checks to be carried out to calculations already made and, as confidence grows, of carrying out initial calculations.

It would be most unwise to use a calculator without fully understanding the fundamental principles involved and being able to work out the problem longhand. Appropriate tables should therefore always be carried on board.

Calculators can be divided into three main groups — the inexpensive arithmetical type with a decimal base, the scientific or slide rule calculator with algebraic, trigonometrical and logarithmic functions and a number of memories, and the most expensive calculators which can be programmed for repetition work either manually or by insertion of

magnetic card and sometimes have print-out facilities.

The middle range of scientific or slide rule calculators with trigonometrical and logarithmic functions, square root, exponents and reciprocals, with two or three memories, would fulfill the needs of the average coastal navigator.

Not only does the almanac provide you with some advice on the use of calculators but with advice on both coastal and deep sea navigation — advice which have not yet come across in any other publication.

For good measure it provides you with ten pages of examples which show you how to use your calculator to work out various of the recurring coastal and deep sea navigation problems.

Reed's Almanac for 1979 also includes up-to-date information about the IALA buoyage system, repositioning of radio beacons and changes in traffic separation routes. A clearly designed colour page, containing entries which align with marks on the fore-edge, give easy access to information wanted than hitherto.

If you can't get a copy of your local chandler or nautical bookseller, you can get one direct from Reed Publications Ltd, Saracen's Head Building, Cock Lane, London EC1 9BY.

## Football fields and purse nets

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## ANY QUESTIONS?

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## Cornwall's tuna run

THE MONSTER 800 lb tuna fish at Newlyn reported in *Fishing News* last week, was followed by two bigger specimens.

A 830 lb tuna was landed the following day sailing for £184 to Suttona (Cornwall Ltd.). And this was topped two days later when a giant weighing 714 lb taken by a purse salmer was brought ashore.

By this time prices had plummeted and Nick Howell Fish Ltd. was able to steam in and buy the fish for £78.58.

Next day the fish was on its way to Billingsgate.

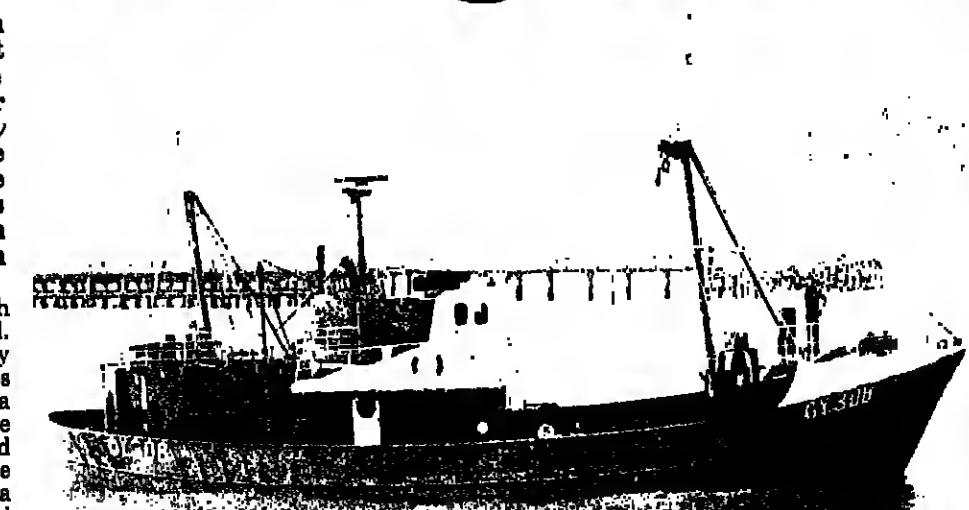
# 'Victory' powers to six figures

An eight-day North Sea trip, worth just £6,108, pushed the Grimsby near-water pocket trawler *Victory* and Skipper George Reader up among the top small-boat earners last week with grossings this year in excess of £101,800.

Landing, as usual, through the Tom Sleight (F.S.) Ltd. agency, *Victory* needed only one and a half miles to gross more than £100,000 in a calendar year, but with more than 100 tons of splendid cod in a 145-kil turn-out the issue was never in doubt on a poorly-supplied market and *Victory* averaged £42.12 per kil.

The 67-foot steel vessel, recently repainted a celebratory scarlet in anticipation, was brought to Grimsby four years ago as *Pacem-in-Terris* from Belgium. In 1978 *Victory* was bought by Mr. Tom Walkley, an underwater diver and explosives expert, and just over a year ago he persuaded George Reader, one of Grimsby's top near and in-shore skippers, to join her.

The team which put *Victory* into the big time last week. Left to right: Tom Walkley, the owner, with crew members Johnny Stevens, Skipper George Reader, John Walkley and Peter Sampson.



The 67ft. pocket trawler, *Victory*, pushed her year's earnings to over £101,800.

Almost immediately the new arrangement paid off, and at one stage early this year Skipper Reader had broken four port records in five trips.

Mr. Walkley told *Fishing News* the year's achievement was the result of team effort by the four-man crew. *Victory* notched up her earnings in 20 trips. To mark the occasion Peter Catchpole, managing director of Tom Sleight (F.S.) Ltd., presented Throughout the past year Skipper Reader with a ship's clock and barometer. Concord inshore trawl rig.

## £1½M REPAIRS FOR BEN EDRA

THE 370-ton North Shields trawler *Ben Edra*, ravaged by fire as she lay alongside Smith's Shiprepairers berth on the Tyne two months ago (*Fishing News*, Sept. 8), is to be repaired.

At the time of the fire she was undergoing modifications for the coming mackerel season in the south-west after having completed a successful summer cod fishing. More than 60 firemen fought the blaze and it seemed in the balance afterwards whether she would be refitted or scrapped.

The repairs will cost about £500,000 and, it is hoped, be carried out on the Tyne, according to a spokesman for her owners Richard Irvin & Sons Ltd.

"We are still awaiting the go-ahead from the underwriters," said Gordon Doble of Irvin, "but the work should start later this month."

## Boston boats leave for south-west

THE first two of the smaller class of stern trawlers owned by the Boston Group at Lowestoft, have left for the south-west mackerel fishery. First to leave Lowestoft was *Boston Sea Gazelle* and she was followed by *Boston Sea Cobra*.

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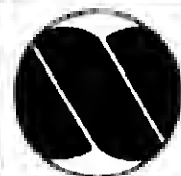
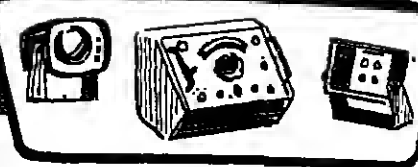
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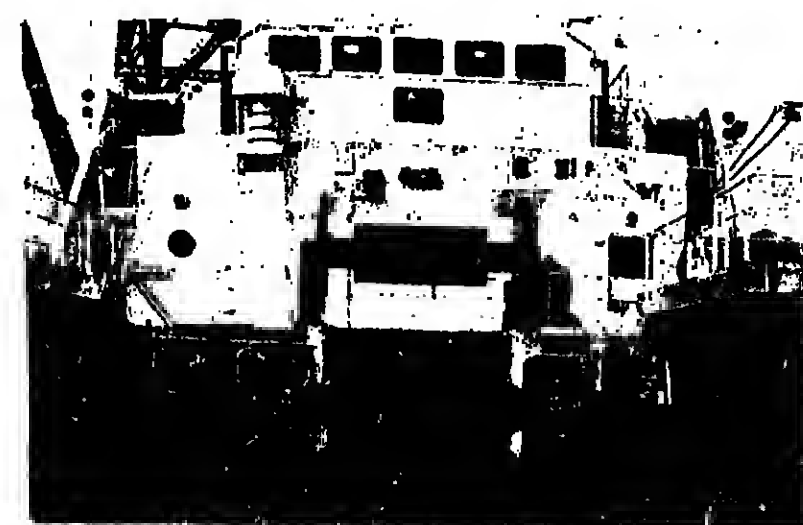
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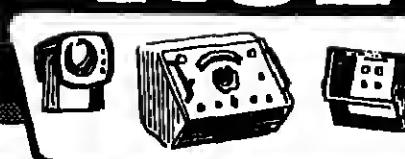
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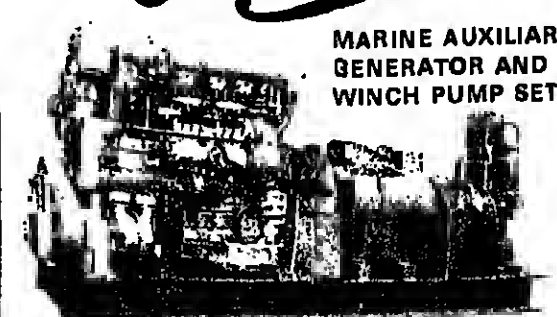
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Continued from Page 19

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f. Andrew Jonathan Mortimer Riecke of "Lyndcote", Roundham Avenue, Farnham, owner of the fishing boat "Annie Jones" of Brixham, official number BM 136, of gross tonnage 8.85 tons, of registered tonnage 5.88 tons. Previously owned by E. B. Lane of 72, Quayside, Farnham. I propose to change her name to A.M.R. Any objections must be sent to the Registrar General of Shipping and Seamen, Llantrisant Road, Cardiff CF9 2YS, within seven days of the appearance of this advertisement. Signed: A. J. M. Riecke, date 3rd November 1978.

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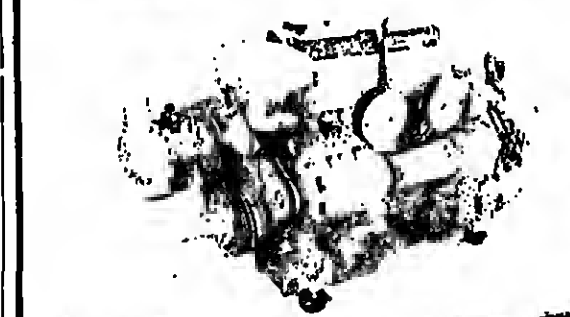
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# fishing news

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## A real fast worker

THIS WEEK'S special 48-page issue has in on the south-west fishing industry just as the major mackerel fishery gets into its stride.

While mackerel dominates the news from the area, there are other developments underway. We've got pictures of the first sized 38-footer from Police Marine (see page three) and a full report on the last potter Francis Kate (seen above at speed off her home port of Port Isaac).

This boat has been attracting attention all summer as she must be about the longest dory in the British fleet.

Back to mackerel and there's a plea for harmony on the grounds, plus a picture spread of the factory ships now based at Falmouth.

## WEATHER TIME CHANGES

SEA AREA weather forecasts will be broadcast at the same set times on every day of the week when the BBC's weather news changeover takes place on November 23.

The broadcasts under the system will last five minutes and continue to go out on 1800 metres long wave, which will be the Radio 4 channel. There will be four forecasts daily: at 00.15, 06.15, 12.15 and 18.15.

Turn to page seven

# NEW BOATS SPREE

ORDERS FOR four new boats for Scotland worth a total of about £2.4m. were announced this week — including a 120ft. purser-trawler from Norway. The other three vessels totalling £1.5m will be built by Campbeltown Shipyard.

The trio is an 80ft. sloop/pair trawler for Skipper Collin Murray of Anstruther and 85ft. sloop/pair-trawler sister-ships for skippers David John Foreman and Philip Buchan, both of whom fish out of Peterhead.

Skipper David John Foreman and his partners are replacing the wooden vessel *Resplendent*, while Philip Buchan and partners are replacing their wooden vessel *Wistaria* which was recently extensively damaged in a fire at sea.

The two 85ft. boats, which will be identical in layout, propulsion and deck machinery, will be operated from the Peterhead branch of Peter & J. Johnstone Ltd. of Aberdeen.

Commenting on the orders, Charles Middleton, a director of Johnstone, said: "We are delighted to be coming to Campbeltown again. Their boats have a most impressive record of success."

Skipper Murray and his partners have ordered their 85-footer knowing that they will not be receiving a WFA grant. They believe this is because their existing wooden boat, *Arktos*, is less than ten years old. Leslie Howarth, the Campbeltown yard's managing director, said: "They are the first to go it alone. The owners of every other vessel we have ever built for the Scottish fleet have had grant aid from the WFA."

The purser-trawler has been ordered from the Norwegian shipbuilder Sighjorn Iversen Mek Verksted — its fifth order from the same Scottish owners.

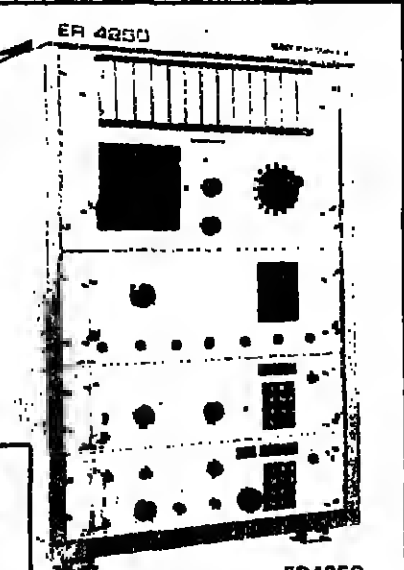
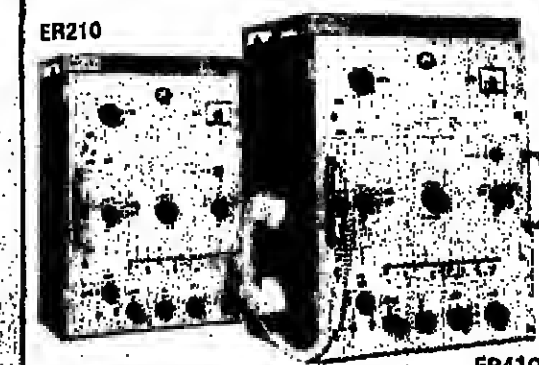
Alex John Buchan and his three sons William, Alex and John, have asked the yard to build them a 120-footer which is scheduled for delivery in the first half of 1980.

This order continues a long association with the Iversen yard which delivered the 87ft. purser *Lunar Bow* to the Buchan family in 1970. Three years later *Pathway* was completed and she was followed in 1975 by *Vigilant*. Earlier this year, another *Lunar Bow* was built, the earlier vessel of the same name having been sold to Fraserburgh owners and renamed.

At present William is in command of *Vigilant*, while Alex and John are fishing with *Pathway* and the new *Lunar Bow* respectively.

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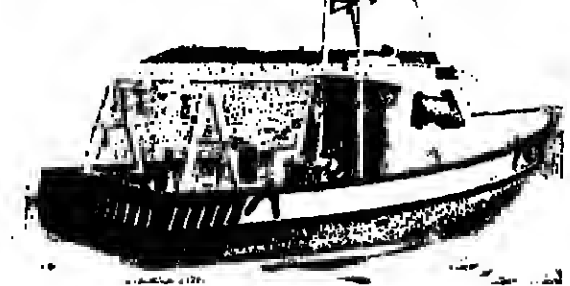
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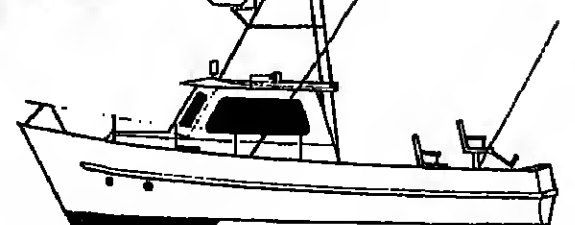
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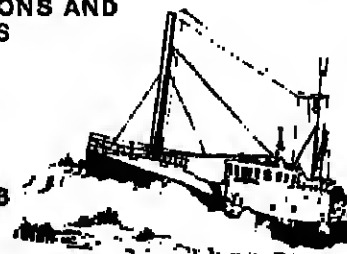
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## MACKEREL AGREEMENT

AGREEMENT has been reached in principle that there should be a big boat close season on the south-west mackerel fishery from spring to autumn.

The move came on Monday after three hours of frank discussion between the British Fishing Federation and Cornish Fish Producers' Organisation in Penryn, Cornwall.

It is now hoped to persuade the Government to give the plan official backing.

One of the reasons for Monday's meeting was the need to reduce tension in the mackerel fishery, following numerous reports of 'incidents' at

sea and complaints that handliners are being put out of business.

The BFF team, headed by vice-president Neil Parkes, flew down from Hull, representing the Cornish was Daphne Lewry, who is secretary

of the county's FPO. One of the points brought out was that boats engaged in the fishery ranged in size from 15 ft. to 280 ft.

This created many navigational difficulties which could be solved

only if communications were improved.

Mrs. Lewry continued to press her well-established theme - that the big boats should keep out of a zone stretching six miles from the shore.

At the same time, Falmouth Harbour Commissioners met to consider the growing pollution problems of the small caused by the factory ships off Falmouth.

As a result, six ships were being moved on Tuesday to positions unlikely to cause offence. These are all Easterns.

Representatives of the Bulgarians, Polish and East German fishing fleets were at the discussions.

It was reported that the MAFF was examining samples of polluted water following complaints of dead fish and oily sludge in the harbour waters.

Meanwhile, about 30 Scottish trawlers have set up operations in Plymouth's Millbay Docks while the rest of the Scottish fleet is operating off Falmouth.

## NORWAY BLOW

**Trawl float pioneer dies**

JOHN William Phillips, the man who designed and patented the first aluminium trawl floats, died at the beginning of November in a Lincolnshire hospital after a short illness. He was 75.

After serving an engineering apprenticeship in the family firm of Harper, Phillips Ltd. at Grimsby, "Jack" Phillips formed his own engineering business mainly to serve the motor cycle trade.

However, later he became interested in the fishing industry and, after introducing the trawl floats, re-named his firm Phillips Trawl Products Ltd.

**Leader**  
The business flourished and became an international leader of a whole range of trawl products in addition to the floats.

Although "Jack" Phillips sold out in the late 1960s to Cosalt Ltd., he continued working for Phillips Trawl Products (still under the Cosalt banner) until retiring a few years ago.

He had numerous interests outside his work including pleasure flying in the Territorial Army. He leaves a widow, son and daughter.

THE EEC and Norway failed to agree on fish catch quotas for Norwegian waters for 1979 when talks were held in Oslo this week. The two sides will probably meet again in Brussels next week.

The main obstacle remains the way in which joint stocks should be shared in the North Sea with Norway demanding that criteria other than past catches should be taken into account.

This week's talks follow an inconclusive two-day meeting of the two sides in Brussels on November 6 and 7, when the Norwegian team said it wanted the location of spawning grounds and other factors, included in the discussions.

Norwegian researchers, who have found evidence of depletion of stocks, recommend that the total 1979 haul of Arctic cod should be slashed to 600,000 tons next year from the present 850,000 tons.

The ICES recommendation was a cut to 560,000 tons. But early in November the Norwegian-Soviet Fishery Commission agreed on a higher figure of 660,000 tons. This will be divided equally between the two countries after allocating 90,000 tons for division among third countries.

The 90,000-ton quota is made up of 45,000 tons in the Norwegian zone, 30,000 tons in the Soviet zone and 15,000 tons in the Spitzbergen zone. Third country vessels can be licensed by each of the two nations to take up to 7,500 tons in the grey zone of the Barents Sea.

The problem for Britain is that British vessels have already been taking more than the new quota from the fishery - 99,000 tons. So

## fishing news

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November 17, 1978

## HULL ICE PLANT TO SHUT

HULL Ice Manufacturing Co., which in the mid-1930s was the world's largest manufacturer of ice at its St. Andrew's Dock estate factories, is closing its only remaining one - on the south side - in the near future.

This step, which is understood will make about 30 employees redundant, stems primarily from the exclusion of British fishing vessels from Icelandic waters and the lack of fishing opportunities elsewhere.

The company is a subsidiary of British United Trawlers although it is not wholly owned. Trade demand for ice required for the preservation of fish both at sea and ashore has fallen as Hull's own wet-fish landings have dwindled. Nowadays, Hull has only about a dozen vessels in the fraser section of its fleet - almost all of them laid-up.

In 1950 the port had 165 big wet fishers afloat, each of which required up to a 100 tons of ice for a distant-water trip.

Fish merchants and other processors also have been big customers of the company and every effort is being made to ensure that they can obtain ice when the factory closes down.

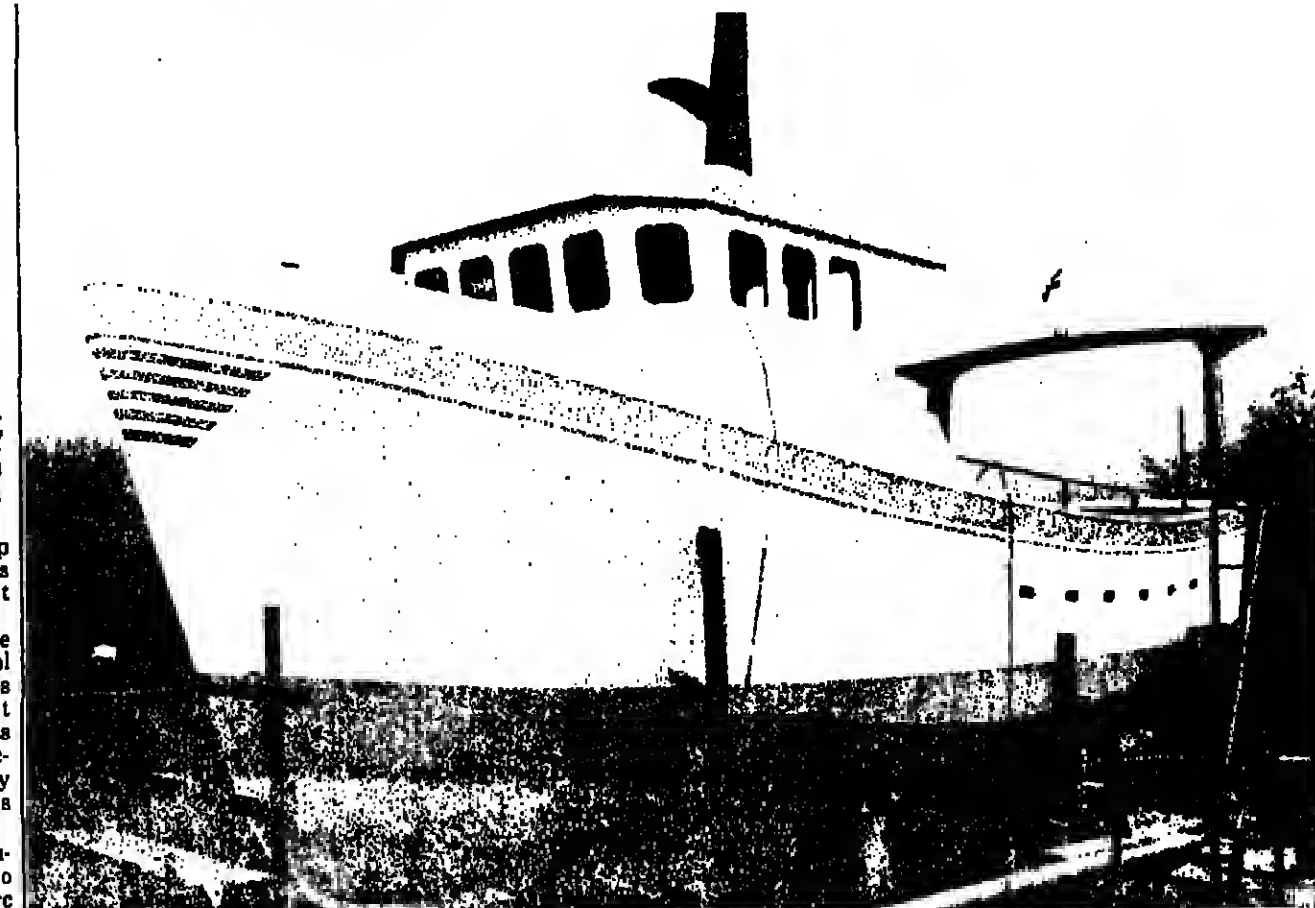
Already, some have bought small ice-making plants of their own and Hull Fish Merchants' Protection

Association is drawing up plans to ensure that its members are not without supplies. In the early days of the Hull fishing industry natural ice for keeping fish had to be imported from Norway. It was to handle these imports that the Hull Ice Manufacturing Co., known originally as the Hull Ice Co., was founded in 1853.

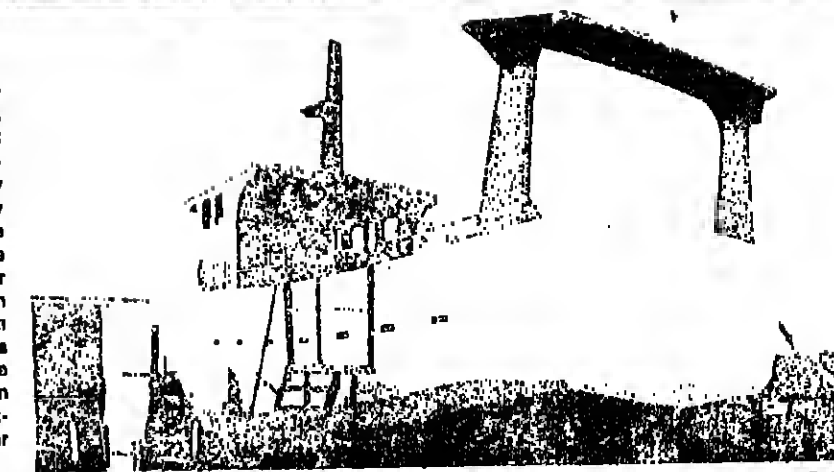
At the outset average annual ice imports amounting to well under 20,000 tons were brought into Hull partially by the company's own vessels, and either transhipped into outgoing fishing smacks or stored in the company's premises then situated in Anlaby Road, Hull, near the present-day city centre.

From 1916 onwards the company was able to meet all local needs with its own artificial ice production. High-speed ice-making machines and ice crushers with an hourly output of 90 tons were among the company's modern equipment.

Trawlers needing ice will load in Norway on outward bound trips.



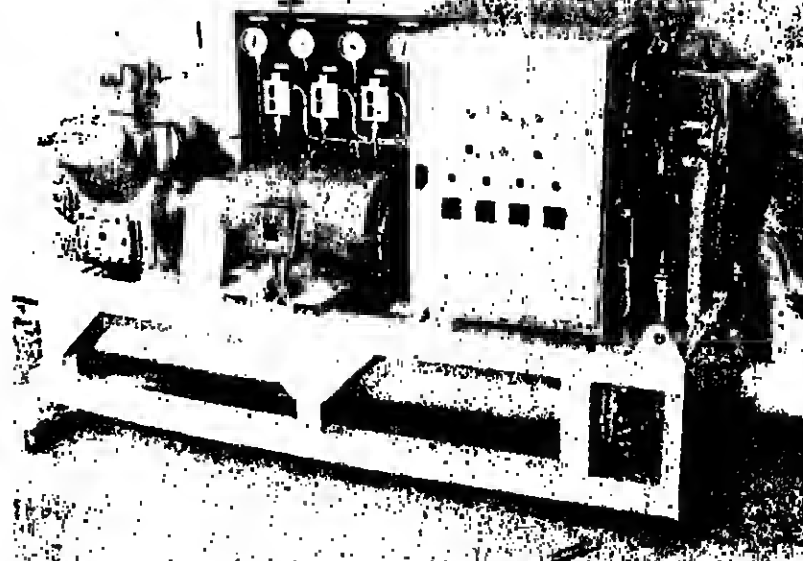
NOW ALMOST ready for fitting out is the first Paldice 38 steel hull V. Vleick and Sans Ltd. is putting into production at its yard near Trura, Cornwall. The standard boat is one of a new series designed by Gary Mitchell and main dimensions are: overall length 38 ft.; beam, 13 ft. 8 in.; and draft, 5 ft. The contract to complete the boat has been won by the G. Percy Mitchell yard at Partmellon, Cornwall, run by Gary Mitchell and the hull is expected to be delivered in about two weeks. The complete boat is due to be launched in February for owner, Colin Millington. She will be fitted with a Girdner 6LX diesel turning a propeller in a Kort nozzle. A second identical 38-footer is already being framed at the Vleick yard. The basic hull and superstructure (including stern tube, hatches, tanks etc.) costs £16,000, making it possible to put a Paldice 38 in the water for around £30,000.



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# FLEETWOOD—MORE JOBS IN DANGER

**A HARD-HITTING** report on the future of Fleetwood's fishing industry is made with the publication last week of a document prepared by Wyre Borough Council and the North-West Economic Planning Council.

The report, based on a survey of 100 firms with close fishing industry connections, revealed that although only 40 of last year's 780 jobs in merchandising, processing and

transport had been lost in the last 12 months, three-quarters of the firms had said that more than half their labour force depended on foreign landings.

These jobs would be in jeopardy if foreign landings fell, the firm said.

**Decline**

Those dealing with trawler repairs had lost only 30 jobs out of 400, but this was due mainly to the work available on the many vessels modified for mackerel fishing. Should the present decline in the

local industry go on, three of the firms expected to go out of business.

The report also stated that the port's ice-making plant had come to the end of its useful working life and the company was not prepared to find the money to build another. And port and landing charges at Fleetwood were higher than anywhere else, which resulted in owners moving their ships to other ports.

These conclusions have been forwarded to the Government and the EEC.

As the report came out there was news that a Fleetwood merchant was trying to secure supplies of Belgian fish for Fleetwood. Ken Hayton, head of J. K. Hayton and Son Ltd., said he had recently been in Ostend and had spoken to the owner of its biggest fleet. The Belgian had said his own port had the same problems as Fleetwood but he would not close the door on the idea of Belgian vessels landing at Fleetwood.

"He has also promised to

have a talk with the local owners about Fleetwood. He knows for a fact that they will get more money from certain types of species, so I think there is a very good possibility of us bringing in a Belgian trawler over the next few months."

### Contacts

Should Mr. Hayton be successful, it will mean a close connection between the west coast and Belgian vessels. In both worlds many Belgian vessels and fishermen worked out of Milford Haven and Fleetwood, and as recently as the 1960s Milford was a regular landing point for Belgian vessels.

## Steel boat series

**FREEMAN MARINE** is now introducing a heavy displacement 34ft. triple chine stern trawler with a design speed of 8½ knots.

The new steel vessel (see drawing) will complement the Freeward 35 ORP trawler craft which can operate at 8½ knots. They are produced by Wilson & Webb Ltd. of South Wales, a module assembly which includes a fully framed hull, complete with bulkheads, decks, wheelhouse, engine, hatches, twin integral tanks, rudder, stern assembly and deck hatch.

There is an option of a stern ramp transom or a curved transom, but the latter and winch seating will normally be supplied.

The first assembly is under construction and will be supplied before Christmas to Jim and Kay Wrayford at West Coast Boatyard, Keyhaven, where at present completing a Freeward 38 to be delivered on Stand F2 at the London International Boat Show in January.

## Two more for Jubilee

**THE FORMER** Danish anchor-salmer *M. Horbo* of Esbjerg has been bought by the Ganson Fishing Co. of Grimsby and arrived late last weekend at the port, where she will operate through the expanding Jubilee Fishing Co. agency.

The 38-ton wooden vessel, which did not fish on the way, has been re-registered as GY 389. *M. Horbo* will be followed into the Jubilee agency by another Esbjerg anchor-salmer in about a week's time. She is *Jenlo Ropia*, which has been bought by the Strathclyde Fishing Co. and

## SKIPPERS 'CLIMAX'

re-registered at Grimsby as GY 390.

Both vessels are fully geared for anchor-seining with the latest electronic aids and deck machinery. *Jenlo Ropia* is only 10 years old.

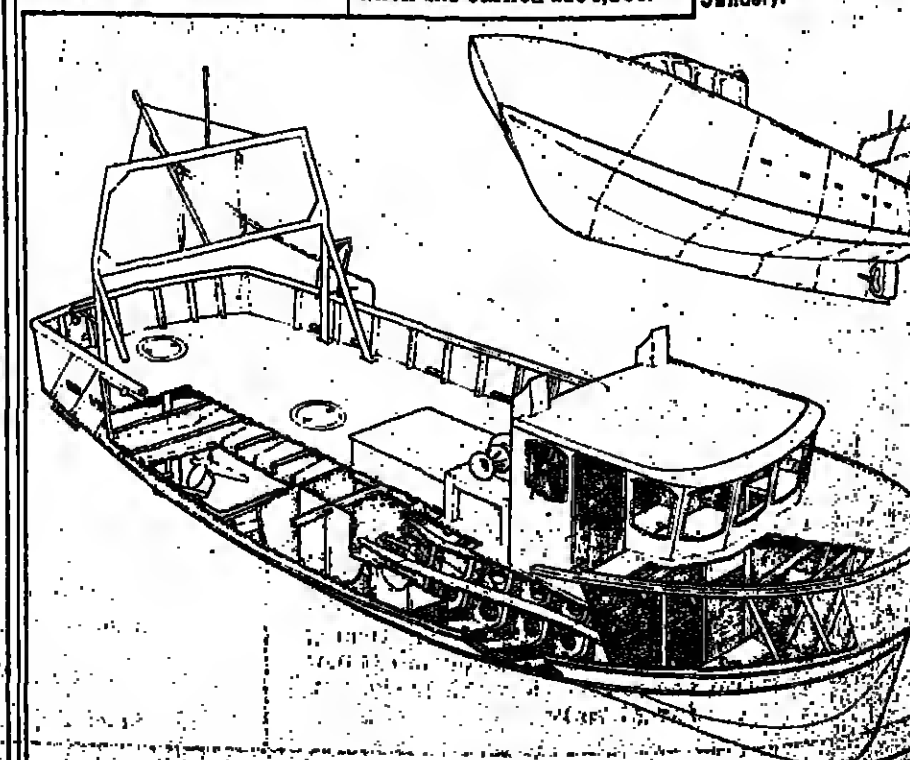
The additions of *M. Horbo* and *Jenlo Ropia* bring the strength of the Jubilee agency, incorporated only 18 months ago with six seiners, up to 12 vessels.

### Source

Also bought for Grimsby, this time by the Bantay Fishing Co., which operates through the Dambit (Fish Salesmen) Ltd. agency, is the Esbjerg 67-ton seiner-trawler *Odo* (E 537). *Odo* is now undergoing conversion work in Denmark so that she can operate from Grimsby as a single-boat North Sea trawler and is expected by the end of the month.

Esbjerg has been a useful hunting ground this year for Grimsby's small-boat operators. Before the three latest purchases, 11 other vessels had been bought from this source.

In one of these, the diesel *Robert Hewett*, he was the port's top skipper of the year when he earned £104,000.



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### BARGAIN CORNER

#### Escape to Sea — John Burgess

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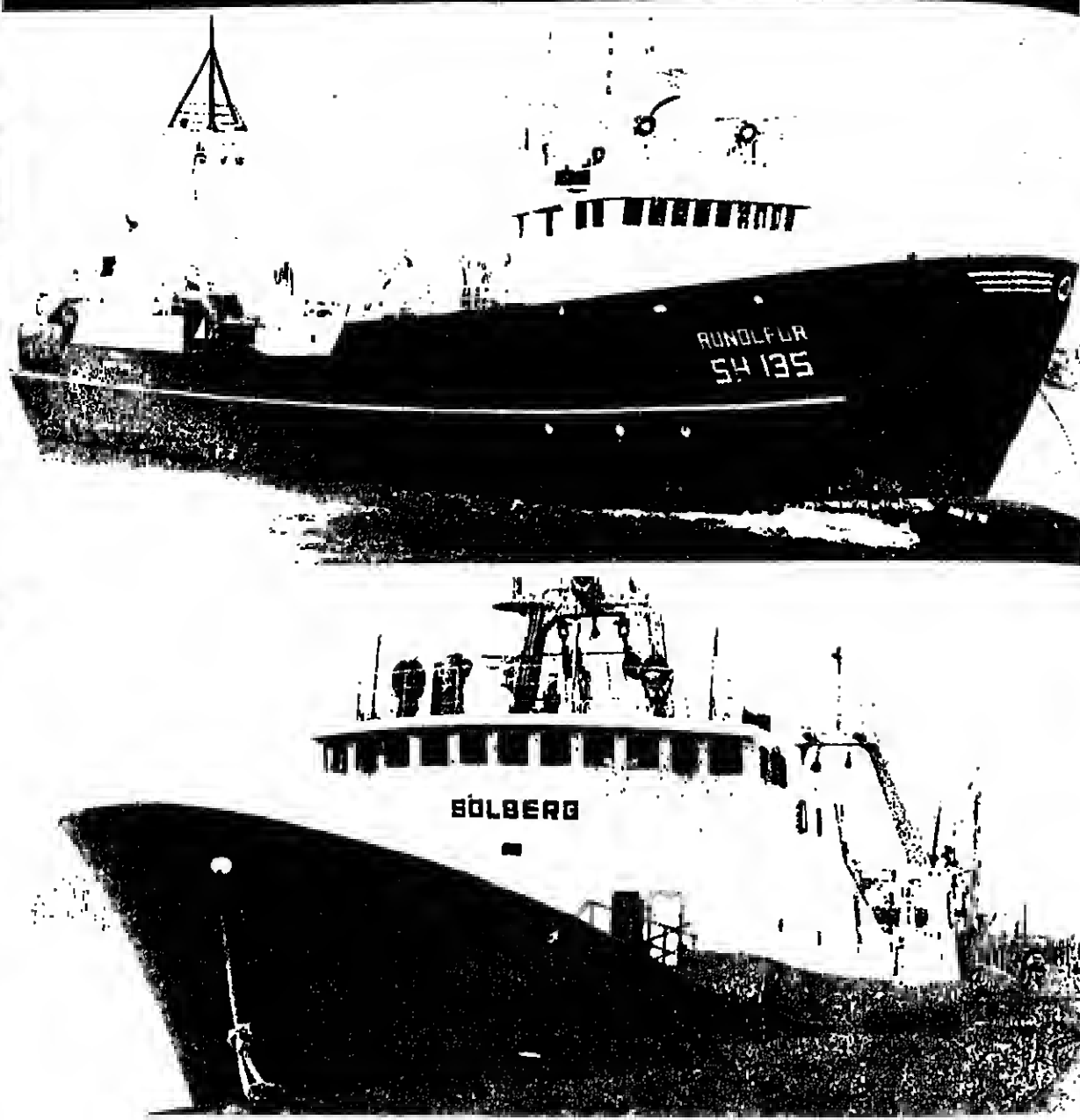
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## GRIMSBY NEEDED



Above: a 20-stone shark, one of five brought into Grimsby last week on the Icelandic side trawler *Gylfi*. Apart from a small export trade to the continent there is only a very small specialist demand for sharks and they made around £30 apiece.

Top right: *Rundfær*. The big Icelandic stern trawler is seen arriving at Grimsby where she grossed £46,077.

Right: the Icelandic *Solberg* made £87,470 through the Fylkir agency.

## ICELAND FISH

ICELANDIC and Faroese trawlers landing at Grimsby last week provided more than a third of the overall weekly landings. Between them on a Faroese and four Icelandic vessels put ashore a total of 8,414 kits which merchants swooped on, paying well over £80 a kit for top-quality Icelandic cod and large haddocks on the best markets.

One of the merchants said: "There are no two ways about it: this week has proved how desperately Grimsby needs foreign landings, especially from Iceland, if we are to get through the winter without more lost jobs on the processing side."

He had bought codlings and medium plaice which he considered were the equal of anything landed by the local fleets.

Heading this quintet of foreign landings was the Icelandic stern dragger *Solberg* (Skipper Bjorn Kjar-tansson) which turned out 1,767 kits, including more than 1,500 of cod and codling, 55 of skates and 100 of haddocks, to gross £87,470 at an average of £38.18 per kit. It was the top earning trip landed so far this year at Grimsby.

Next was the Faroese *Vadhorn*, with a mixed catch of mostly cod, haddocks and coley, totalling 1,428 kits which sold for £49,084.

On quality alone, third-placed *Rundfær* (Skipper Petur Gissurarason), another of the fairly new Icelandic stern trawlers, probably had the edge and her landing of 1,104 kits, again mostly cod, with 260 kits of flats and haddocks, grossed £46,077 at an average of £41.74 per kit.

### Start

Meanwhile, the new Boston-Sleight agency got away to a very fair start with a £33,489 grossing from 992 kits landed by the Icelandic *Ron*. Once well-known at the South Humber side port in her days as *Boston Wellvale*, *Ron* turned out 425 kits of cod, 205 of haddocks with the balance almost all 'roughs'.

The new agency also had the Faroese *Pleon* — which did very well at Aberdeen last week — scheduled for Grimsby, but she was diverted at the last moment because of the weather.

BUT collected what honours there were and heading the list was *Ross Kelvin* (Skipper Roy Kurz) with an 18-day mixed North Sea/Westerly trip which produced 593 kits, including 200 of haddocks and 145 of cod, to gross £17,990.

*Ross Jockol* (Skipper Paddy McCarthy) landing a 581-kit trip of cod, haddock and coley after 17 days, and scored well on the Friday market with £17,280. Completing BUT's week were *Ross Genet* (£14,343), *Ross Lynx* (£13,408) and *Ross Tiger* (£12,972).

Also worth mentioning was a £15,214 grossing by *Lindsey Trawlers Lucerne* (Skipper Steve Davidson) from 363 kits, mostly flats, after a 14-day North Sea trip.

With all the big pair trawling teams either at sea or between trips, the headlines in this section were United Seiners' *Tino* (Skipper Peter Thinnesen) and *Melisso Louise* (Skipper 'Cocker' Mussels) with a combined £17,877.

## Buying is 'big problem facing fish processors'

THE BIGGEST problem facing European fish processors is not an overall shortage of fish supplies but the difficulty of equating supply, demand and price, according to Findus, one of Britain's largest frozen food companies.

Mick Coburn, managing director of Findus UK, said at an international seafood conference in Monte Carlo that he did not think there was a shortage of fish supply for the industrial world. There were, however, many complications in achieving company objectives in the current situation. Where the fish came from, the species available and the price, formed the very kernel of the problem.

Findus, which was nil but a

worldwide organisation, centralised some bulk purchases, he said. But such were differences in national consumer tastes in fish that most of the company's buying was done on a local basis to agreed standards and recipes.

### Research

Nevertheless, operating within a multi-national framework provided many advantages for individual Findus companies, especially in the field of research and development.

Through Nordreco — the Swedish-based Findus research organisation — work was being undertaken in connection with hake and krill, while Findus UK had been in the vanguard of developing filleting machinery for the

blue whiting fishery off the west coast of Scotland.

Mr. Coburn said this fishery could easily sustain an annual catch of one million tonnes and provide an alternative to cod and haddock in prepared fish dishes. Although the economics of the fishery were still uncertain, he believed commercially viable products made from blue whiting could be on the frozen food market within a couple of years.

"If I am wrong, and I hope I am not since we have invested a great deal of time and money, then blue whiting will still be a great asset to Europe in supplying our needs for animal feeding stuffs while reducing costly imports, and possibly providing an export trade," he said.

## KH SONAR



## Limit — 'keep fighting'

JOHN SILKIN, Fisheries Minister, urged this week to maintain the fight for British fishermen by Jo Grimmond, Liberal MP for Orkney and Shetland.

But Mr. Grimmond is continuing to call for some system of quotas and licences exclusive to Orkney and Shetland boats in their own grounds.

In a letter to Mr. Silkin, Mr. Grimmond points out that in the islands there is no hinterland in which fishermen can obtain alternative work. And in the Shetland islands of Whaleay and Skerries there would be "total disaster" if anything happened to the fishing industry.

"If you are going to settle for exclusive fishing rights up to 12 miles and the dominant share of the quotas up to 50 miles, I warn you that I think this will cause considerable dismay in the industry."

## OBITUARY



CAPTAIN Peter Gibson (83), of Home Street, Eyemouth, Berwick harbourmaster and Tweed Pilot for about five years, collapsed and died on the bridge, piloting a cargo vessel into Tweed Dock.

The Danish registered *Helle* was only a few yards from her berth when Captain Gibson collapsed. He died before an ambulance arrived.

## Time changes

From page one  
08.25, 13.55 and 17.50 clock time.

Gale warnings will be given at the first gap between programmes after the warnings are received and repeated after the next news bulletin — on the hour.

The early morning gale warnings summary at about 6 a.m. is being terminated when the new system starts. Forecasts for inshore waters (up to 12 miles) will go out on Radio 3 (247m 1215 kHz medium wave) at 08.55 on Monday to Friday and 07.55 on Saturday and Sunday as part of the general weather forecast.

Radio 4 will continue to give an inshore forecast at about 00.15 daily, as part of

the shipping bulletin, when the day's transmission ends. These times are summarised below in the panel which can be cut out and pasted up in a handy place.

### BBC WEATHER FORECASTS

Sea Areas:  
1500m LW (Radio 4) at 00.15, 08.25, 13.55 and 17.50. Gale warnings between programmes with repeats after news — on the hour.

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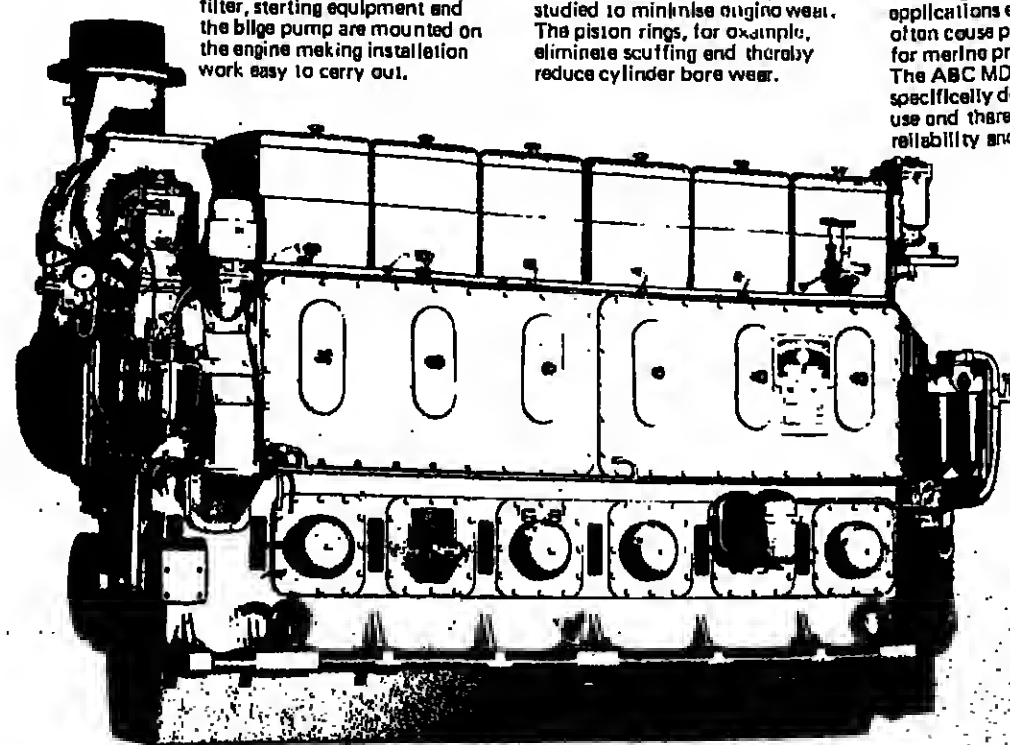
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The material and construction positioned to absorb the maximum amount of noise, in addition to the low velocity of air at the MDX engine results in a very low noise level.



## LINE ENDS AT FAMILY FIRM

FRED SEARBY, last in the line of three generations of compass makers and adjusters at Lowestoft, has died aged 69.

The family concern, founded by his father shortly after the 1914-18 war, had flourished in the town for 60 years.

Mr. Searby retired early last year. The family firm, J. W. Searby and Son, had made compasses for hundreds of Lowestoft fishing vessels over the years and had also supplied many Scottish and Westcountry based vessels.

### Mission cash

ADMIRAL Sir Charles Madden, chairman of the Royal National Mission to Deep Sea Fishermen, was presented with a cheque for £1,250 for the mission at the annual Harvest of the Sea service at St Peter's Parish Church, Fleetwood.

A cheque for the same amount was presented at the service to Mr. J. Turner for the Fleetwood Fishing Industry Benevolent Fund.

The money was raised at the port's annual trawler viewing week which has been a big attraction in recent years.

He first went to sea as a boy of five on a Lowestoft fishing smack and joined his father as an apprentice compass maker when he left school at 14.

His working life dated back to the times when binacles were lit by paraffin lamps and compass cards rotated on bearings instead of floating in spirit.

His grandfather was also a compass maker at Boston and Grimby, from where his son moved to Yarmouth and later to Lowestoft.

## Help us form policy—FOS

MEMBERS OF the Fisheries Organization Society are being urged to attend its annual meeting in full strength on November 30 to help frame the society's developing policy on the inshore industry.

It is looking for practical ideas on the four issues that the society says, are particularly affecting fishermen.

They include aspects of the Common Fisheries policy such as quotas, licensing, limits and berthing of the industry; Department of

Agriculture and Fisheries proposals on radio equipment, survey fees and certification for skippers; the increasing legislation by water authorities in salmon and freshwater fisheries; and the problems caused by pollution and oil exploration in the south-west.

### Body

There is also likely to be discussion at the meeting of the proposals to jointly form a national body with the National Federation of Fishermen's Organisations.

The annual meeting is being held at 11 a.m. at Fishmongers Hall, London Bridge.

## Hull's three trips

HULL HAD three direct wet fish charges last week — two from locally-based distant-water trawlers — after a Monday landing totalling 264,507 for 1,831 kits brought by the Icelandic trawler *Hegranes*.

Both the later landings were from Hemling vessels back from Bear Island/Norwegian coast trips.

After Hemling's *St. Giles* (Skipper J. Humphrey), out for 24 days, had made 226,229 on Wednesday last week for 888 kits, *St. Gerontius* (Skipper D. Platten) grossed 232,417 on the following day for 1,108 kits caught during a 26-day trip.

At the time of these discharges the only Hull vessel still out on a fresher trip was Hemling's *St. Dominic*, which sailed on November 3 for a three week trip.

## DEAL WITH ANGOLA

A FISHERIES co-operation agreement between the EEC and Angola could be negotiated in 1979, following the visit of an EEC fisheries team to Luanda at the beginning of November. In return for giving aid to develop the Angolan fishing industry the EEC would be allowed to fish in Angolan waters.

To indicate its readiness to give aid the EEC has told the Angolans that it is prepared to provide £500,000 to finance a study of the problems of refrigeration warehouses and ice factories at Luanda and Mocimboa. The EEC will also help the Angolans to working order fishing boats abandoned by the Portuguese.

The Angolans would like advice on the introduction of a fisheries conservation policy. After several years' indiscriminate fishing by the Russians and Cubans they are concerned that stocks have been seriously depleted.

The Angolans are already self-sufficient in dried salted and canned fish — mainly sardines, mackerel and sardines. The EEC could give help in developing the fish processing industry.

In return for this aid the EEC would be able to fish in Angolan waters within the limits laid down by the conservation policy during a transitional period of two years.

## French back on the market

FRENCH vessels made a welcome return to Fleetwood last week when two landed good catches of mixed varieties. *Le Verrier*, the top ship of the week, brought in 605 kits, including 25 of hake, 130 of cod, 80 of haddock, 30 of whiting, 135 of coley, 10 of roker, 20 of dogs and 40 of ling, which sold for £20,500.

Also in the money was *President Colvex*, which made £18,440 from 667 kits — including 15 of hake, 70 of haddock, 240 of whiting, 35 of coley, 15 of dogs and 55 of ling.

Nearest local ship to the Frenchmen was the *Govina*, commanded by Charlie Scott, which landed on the same day as the *President Colvex*. The latter's stern trawler had 815 kits, including 70 of cod, 25 of haddock, 200 of coley and five of dogs, which sold for £17,520.

There was another good

landing by the small Irish beam trawler *Morrie Jacob* during the week. Skipper-owner Gerry O'Shea worked the Irish Sea grounds before bringing the vessel in with 108 kits, including more than 50 of soles, which sold for £8,386. The ship would have made more but for a fall in the price of small soles.

### Roker

Among local near-water vessels the top vessel was the 108ft. *Royalist*, commanded by Harry Buckley, which made £9,941 from 261 kits — 115 of cod, 35 of haddock, five of whiting and 50 of roker.

Not far behind *Royalist* was the Milford Haven trawler *Picton Sea Eagle*, under the command of

## QUICK START FOR SPRATS

AFTER REPORTS that a number of Scottish vessels were working early winter sprats off the Tynes, Skipper Alan Thinnessen cancelled plans to take his boat *Sarah Thinnessen* white fish pair-trawling.

She put to sea spratting last week on her maiden trip from Grimsby.

The move by the multi-purpose vessel, bought

recently from Danish owners, represents one of the earliest starts on winter sprats from the port.

There is usually a very active inshore winter sprat fishery off the Tynes and the Yorkshire coast but, unless the weather is excessively frosty which makes the fish form large shoals, it is unusual to find much activity until the end of November or the beginning of December among the Grimsby spratters.

## Pollution has now gone at Ullapool

SIR, For a small village (population 1,000) with only a handful of fishermen, Ullapool has generated a lot of hot air in the columns of *Fishing News* with the call for compensation for the spoiling of prawn grounds by Eastern bloc factory ships.

As the local prawn potter will not fish again until 1979, it seems highly probable that the so-called pollution will have been consumed by the prawns, in the absence of the salt herring bait in the 10,000-15,000 pots used in Loch Broom.

The pollution amounted to tons of thousands of mackerel belly strips floating on the sea surface and fouling the beaches. Now, five weeks after the departure of the catching and processing fleet, wind, tide and gulls have left not a trace on the foreshore. It is highly likely that the seabed has had similar treatment.

So, far from souring the seabed as a few claim, the prawns have probably had a beneficial in what is normally a lean time.

As far back as 1966, before overfishing and factory ships, the area fishing alumped in October and this has continued to

## LETTERS

be the pattern since. The slump being slightly earlier each year, this could be allied to the number of pots fished.

Average fleet fished per boat in 1965 was 250-300 pots; now 600-1,200 pots is normal, so greed is not the prerogative of the pursers alone. It occurs all down the line as fishing gets more competitive and there is increasing envy of the other men's big grossings.

As a former drift, ring, and pair-trawl fisherman I found it easy to envy the more efficient methods of catching mackerel and herring and making more money with it. But, on the other hand, the pursers have years or generations of experience behind them — many of them spent at the hard grind of drift net fishing.

Should the young fishermen of today be bent with herd work for the sake of conservation? Or maybe compensation for all is the answer, it has a nicer ring to it than the dole — an honourable way to go down with the ship.

A. C. MACLEOD, 6, Mill Street, Ullapool, Nr. Ross.

## DREDGER SOLD BY MINISTRY

THE DEPARTMENT of Agriculture and Fisheries for Scotland's dredger *Shearwater* is being sold to Grampian Regional Council for £83,000 following the ending of the dredging service operated by the department.

The council will continue to use the vessel primarily for dredging the harbours it owns but has agreed to make it available to other harbour authorities in Scotland.

*Shearwater* was built in 1968 by Holl, Russell & Co. Ltd., Aberdeen, at a cost of £200,000. The dredging service operated by the Department under the Fisheries Act 1955 was discontinued because of increased costs, diminishing demand for the vessel's services and greater availability of alternative dredging services.

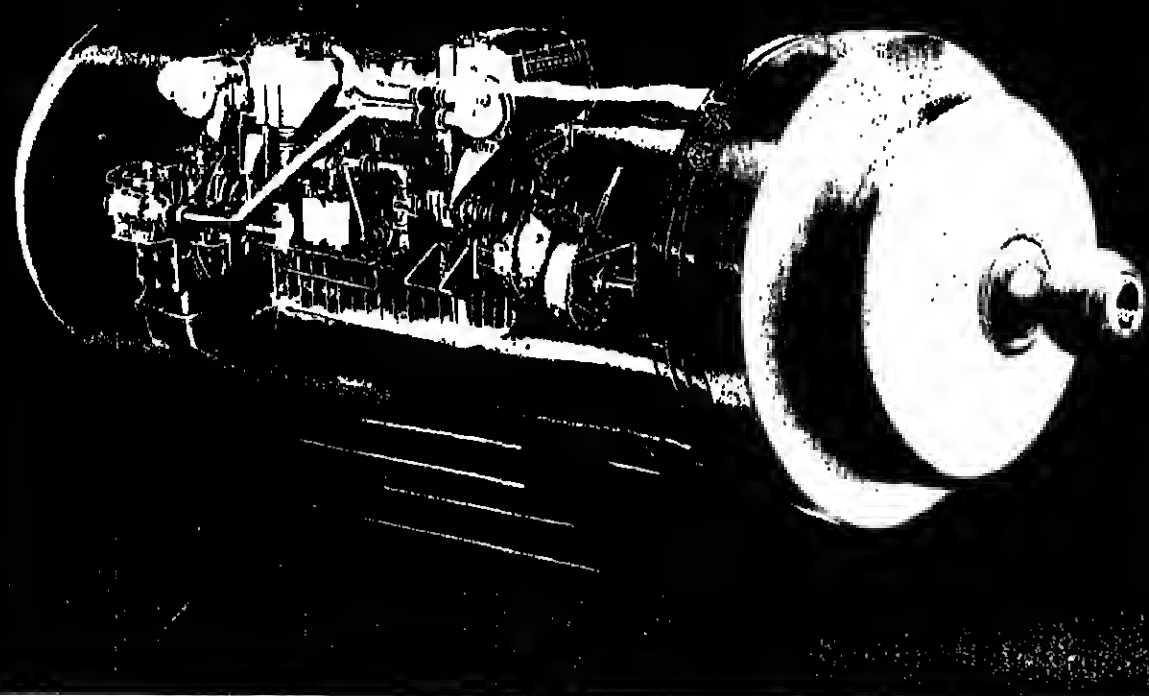
JOHN SILKIN, Minister of Agriculture and Fisheries, went to Paris this week for talks with Mr. Joel Le Thienle, the French Minister responsible for fisheries.

## Beamer changing hands

THE LOWESTOFT side-haul trawler *Chandelle* has been sold by her owners, BFP Fish Selling Co. Ltd., to Mr. R. Klynnes' Tempo Fisheries. After a refit at Reedism, the vessel has returned to Lowestoft with a new name, *Somper Allegro*, to bring her into line with her new owner's naming policy.

*Chandelle* came to Lowestoft in 1975 from the continent, where she had worked under the name of *Three Gebroeders*.

Old salts have a way of preserving masterpieces



Fishing calls for a special breed of men. Fearless men with guts and determination. Men who pin their faith in a good crew, a sound sturdy boat and a reliable engine, and nowhere is engine reliability more essential than on the fishing grounds with a gale imminent. It's at times like these when you're glad to have the reliability of Volvo Penta aboard.

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power output with low fuel consumption. Volvo Penta Marine Engines are individually tested for perfection before they leave the factory; each one an engineering masterpiece in its own right.

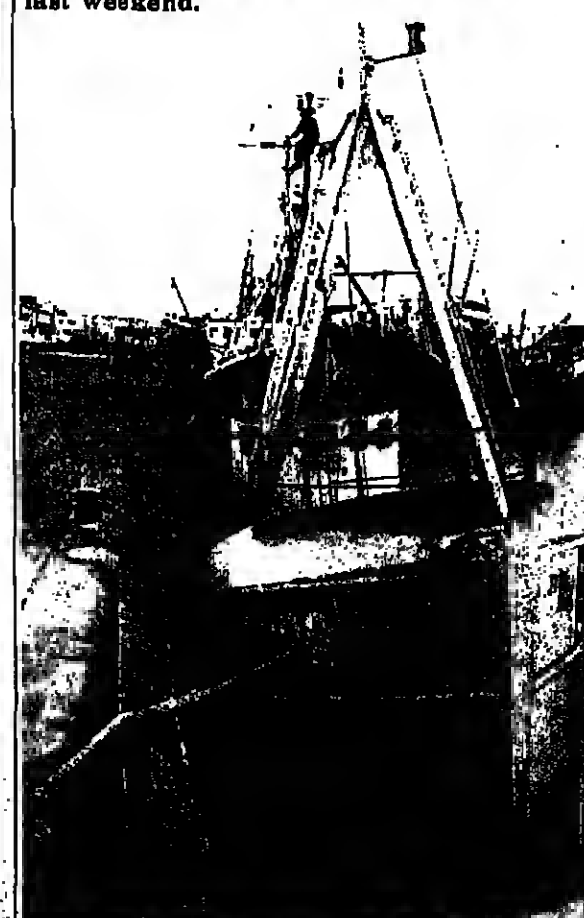
Volvo Penta Marine Engines are renowned the world over for their reliable, continuous operation in fishing boats of all types, for propulsion and auxiliary duties. Models range from 20-580 horse power with a full range of ancillary equipment.

You owe it to yourself to have the best, but it doesn't always have to be the most expensive, so give us a ring and find out the facts, soon.

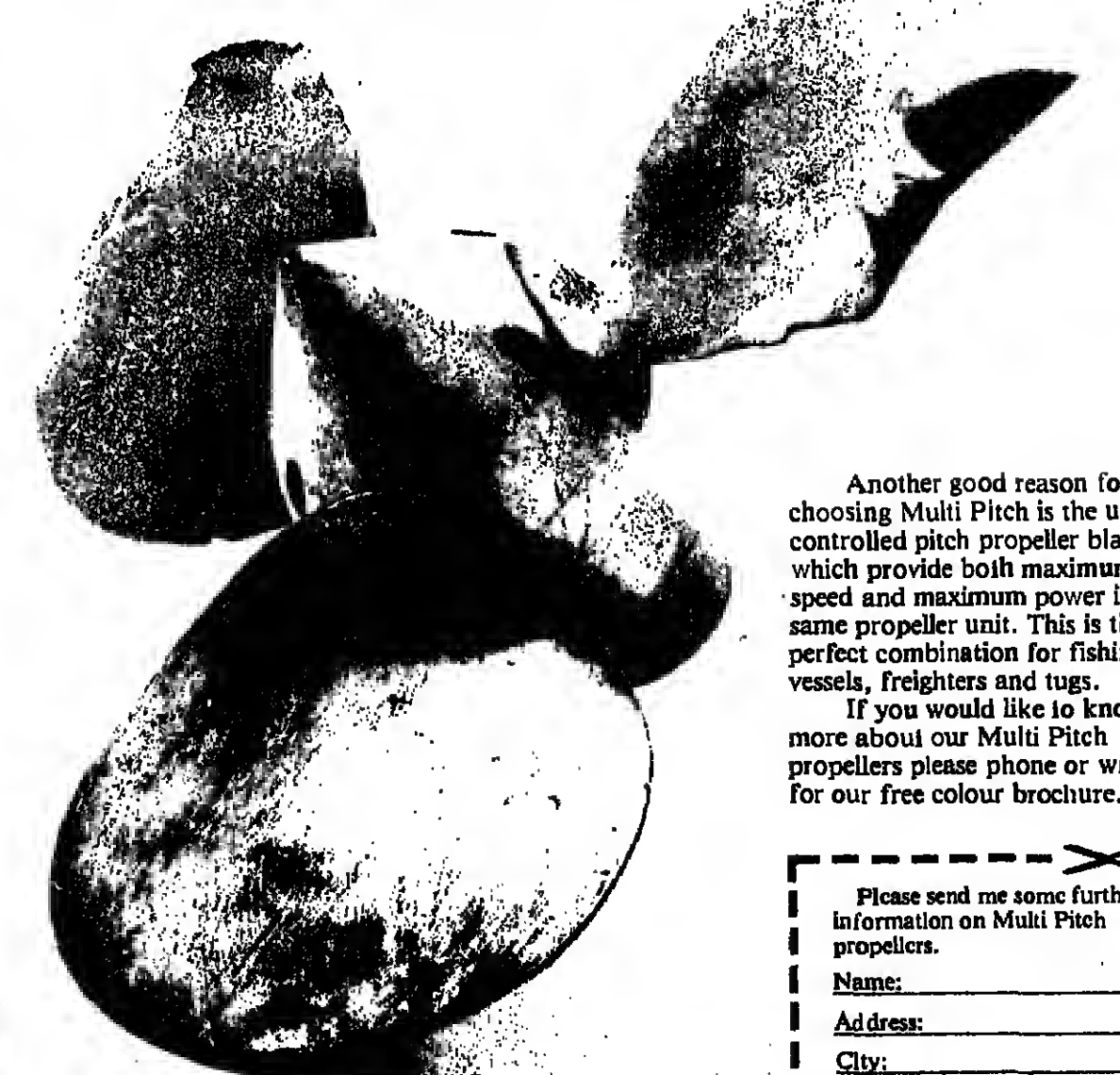
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# Crew's Force 10 rescue

Celtic Moor was six miles south east of St. Anthony's Head at the time.

brother John. Soon a full-scale alert was under way, and several vessels proceeded to Mizpo's aid, including HMS *Yarmouth* and the tug

# BOAT

This was the closing chapter to a rescue story which had been co-ordinated

## People

Stewart R. Irvine, 27, joined Joint Trewlers in Aberdeen in June as a junior executive, is now a key member of the JTL operations in Falmouth. He was previously employed in the oil-related industry in Aberdeen.

## SAUDI BOAT READY

the first of many for use in the area, where vessels of up-to-date design are thought to be essential to achieve long-term fishery prospects.

## No change at the top

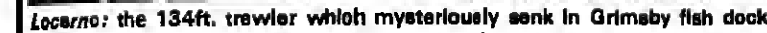
The latest monthly table in this handicap event, issued last week, covers the position up to September 30 (with allowances for trips started in

The detailed placing appears below, with positions held in the previous month given in brackets.

9	9	Arctic Vandal (Boyd)
10	10	Ross Altoir (BUT)
11	11	Lord St. Vincent (B)

UT)	1187
	3288
	4301
	6248

## "Locarno" to be raised



The trawler settled very awkwardly on her starboard side with only the tip of the bows, the main mast and the

# NORTH SEA COD

## UP BY HALF

### Decca

keeps fish

On the distant-water grounds, British fishing effort has dropped by 40 per cent. Coupled with poor catch rates, landings fell to 31,891 tonnes — just half the catch in the same period last year.

**Effort**

Fishing effort on the near and middle-water grounds was up by 45 per cent and the total value of the catch rose by 100 per cent.

## Landings


The Scottish Office said that total Scottish landings of all species in September 1978 amounted to 74,000 tonnes. In the first nine months of 1978 landings totalled 326,000 tonnes of which about 50 per cent was

# Decca ISIS 50

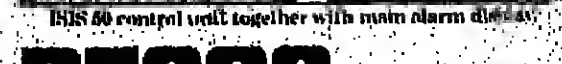
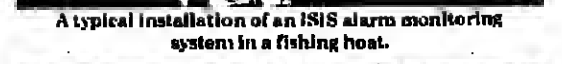
keeps fishing boats  
working longer

**ISIS 50 is the latest machinery surveillance system to be developed by Decca. Simple to install and operate and highly reliable, ISIS 50 offers an alarm monitoring system suitable for all types of vessel to ensure early warning of machinery faults that otherwise could lead to expensive downtime. It is particularly suitable for small ship use in which only a limited number of channels requiring 'on/off' signals need to be monitored and can also be used as a sub-system to more sophisticated ISIS equipment adding still more to the cost effectiveness of Decca marine automation.**

With all the trouble-free reliability of other Decca monitoring systems, ISIS 50 provides small work-boats of all types with efficient low-cost machinery monitoring.

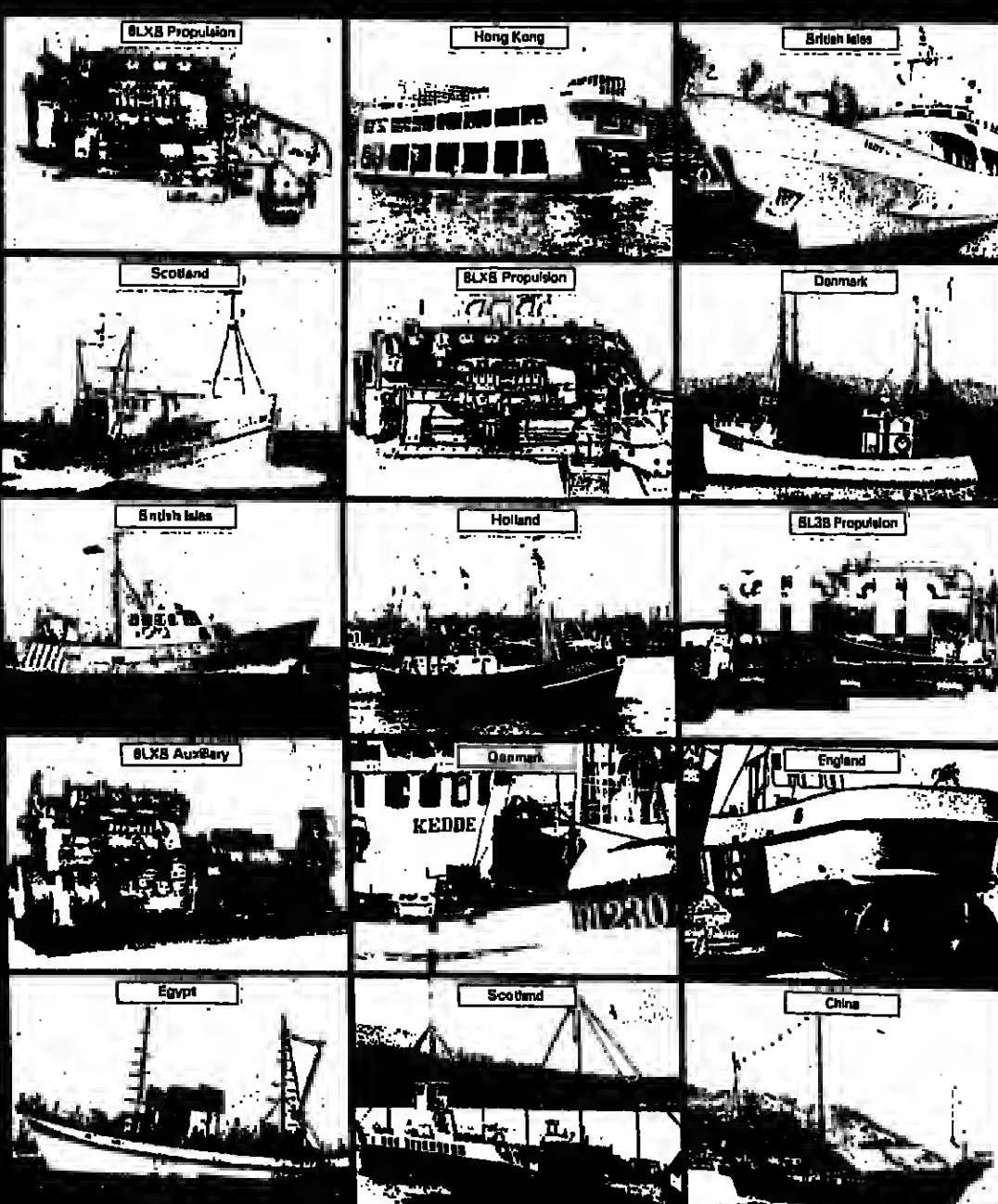
- Standardised, modular units enable systems to be assembled economically to match any ship's needs.
  - A compact system comprising one control unit and any number of alarm display units - each display monitoring up to five channels - with appropriate time delays.
  - Malfunctions indicated by an audible alarm - with outputs for driving klaxons or flashing beacons. First-up alarm facility.
  - Complete self-test of the system by means of the Function Test button.
  - Meets all the requirements of the major classification bodies also, IEC and BASEEFA.
  - Supported by comprehensive Decca service.
- 
- ISIS 50 control unit together with main alarm display.
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## Rigging a Yorkshire cobbler

I RECENTLY bought a Yorkshire cobbler which I understand was built by Hargrave Potter Hopwood at Flamborough in 1936. Most of his cobbles were designed and built for sailing and, although mine is fitted with an engine, I want to rig it in the traditional way. Where can I find out how to do so?

### ANY QUESTIONS?

IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try to answer them if they are sent with a stamped addressed envelope for reply.

tion to rig your own in a similar way. Not only does this book provide the information you want but it contains much else which will be of considerable interest to you.

It records conversations between the author and Mr. Hopwood, and describes in detail how he built his cobbles—single-handed except for occasional assistance from his wife. It also contains plans of Northumberland cobbles and detailed drawings of their gear and rigging.

If you do buy the book, which describes all types of inshore boat which used to be worked between the north of Scotland and along the east coast down to the Thames Estuary, I don't think that you would ever regret buying Volume 2 at the same time.

This volume describes and illustrates in a similar way all types of small craft propelled by sail and oar which used to be operated in Kent, around the south coast, and up the west coast to the Clyde and beyond.

They are both published by Fishing News Books Ltd. in

## John Burgess' Log



association with David and Charles Ltd. and are obtainable through any bookseller.

On page 115, Volume 1, of Edgar J. March's two books on *The Inshore Craft of Britain*—*In the days of Sail and Oar*, there is a plan of the 'Flemboro'—type cobbler which may also have been built by Mr. Hopwood. The plan and some accompanying

## Trawler sprats

"WE HAVE always caught sprats with drift

nets round here but this winter my cousin and I are thinking of pair trawling for them.

"His boat is 35ft. long and powered by a 110hp engine. Mine is a little bigger but I also have a 110hp engine. Can you tell us anything about the Larsen trawl and how it is worked?"

The Larsen trawl is a square-mouthed, wingless trawl originally produced by Robert Larsen of Skagen, Denmark for catching herring off the Jutland coast.

It is made entirely of nylon and is produced in sizes from four to 10ft. square in the mouth to suit vessels of varying horsepower. A six ft. trawl would be most suitable for towing by your two boats.

The net is made in sections joined together to form four panels which constitute the top, bottom and two sides of a rectangular mouthed trawl. All four parts may be identical; or the two side panels may be narrower than the upper and lower panels.

Bag of the net may be anything from 16 to 30 fathoms long and tapered towards a long tubular cod-end. Floats are attached to the headrope and leads to the footrope.

Bridles are attached to the footrope as well as to the headrope so that it can be set to tow at any depth. They are usually made of flexible combination rope, the lower pair being a little longer than the upper pair. The latter are usually made of slightly stouter wire because they have to take the main strain of the gear.

Weights, varying in size from 125 to 350lb. according to the depth at which the net is to be fished, are suspended from each of the footrope. They are usually made of iron, cylindrical in shape, and are fitted with rings to enable them to be shackled to the warps. Swivels are always shackled between warps and weights.

Vessels which operate Larsen trawls are usually fitted with winches capable of taking about 200ft. of 1½-in. wire on each drum and it is essential that the warps in both boats should be of the same size and that markings on all four warps should be identical.

Precisely how they shoot and haul is described on page 114, and illustrated on pages 116 and 117, of *An Account of the Fishing Gear of England and Wales* by F. M. Davis which is published by Her Majesty's Stationery Office and which you could get through your local bookseller.

Larsen trawls can be worked in winds up to Force six and in tidal currents up to four knots. They can be worked over any type of ground and at any depth. Best results are achieved when the water is turbid and there is no phosphorescence.

They are designed for use when fish are concentrated in shoals, to work one successfully, it would be necessary for both your boats to be fitted with an efficient fish finder. It would be desirable for each to be fitted with a VHF radiotelephone as well to facilitate communication during operations.

I have observed a Larsen trawl operated in the Thames Estuary by skippers and crews who had perfected their drill to such an extent that they did not need to communicate verbally when all went according to plan. When there were hitches, though, ability to communicate rapidly by R/T was invaluable.

## Plastic floats

I WAS glad to see, on page seven of the October 27 issue of *Fishing News*, that Plasticisers Ltd. are again making Nautilus and North Star floats at their works at Drighlington near Bradford, Yorkshire.

I have used these floats, also the Triton twisted monofilament polypropylene rope which the company used to make, for several years and found them all to be excellent products.

If you therefore want head plastic floats with two holes through them, made in the UK, you can get them from Plasticisers Ltd. which make them in five, six and eight inch diameter sizes of from Industrial Injection Moulders Ltd. which make 5½, 8 and 11in. diameter floats.

The latter company also makes plastic floats in three sizes with single holes through the middle of them at its new premises at Milton Industrial Estate, Leamington, Scotland.

## Salmon ropes

A MONTH or two ago a reader wanted to know where he could get rope with a piece of polystyrene woven into for making buoyant leadlines.

I told him it was obtainable, in various sizes, from Hugh Norman (Marine Sales) Ltd., Ythan Cottage, Ellon, Aberdeenshire.

I have since received samples of two salmon ropes made by Bridon Fibres and Plastics Ltd. which are buoyant and which they say eliminate the need for rope with separate pieces of buoyant material incorporated in them.

One of them has a diameter of seven mm and is constructed of braided blue polypropylene; the other has a diameter of six mm and is constructed of plaited orange polyethylene.

The latter is of special interest as it is constructed in a similar way to the Polystyrene rope which I described a year or so ago. It consists of eight or so gals. It consists of eight strands loosely plaited together and you can put splices in it in a fraction of the time it would take you to put them in rope of any other type of construction.

If you compress the rope longitudinally at one end the strands open up and make it possible to insert the other end of the rope through the middle of them. If you then de-compress, the strands close and take a firm grip on the end of the rope inserted.

You can not only splice lengths of rope together in this way but you can splice the rope back on itself to form an eyesplice, or around a thimble, with equal ease and speed.

If you want to remove a splice, you can do so as quickly and easily as you made it. All you have to do is to pull the strands apart and press the strands again and withdraw the free end of rope.

The rope will doubtless prove a boon to some salmon fishermen. Further, the particulars of both the blue PP rope can be obtained from Bridon Plastics and Fibres Ltd., Condover House, 17 West Road, Newcastle upon Tyne, or Wear.

# LOOKING SOUTH-WEST

## A review of fishing in Devon and Cornwall



Inshore fishermen at Falmouth give support to a resolution for a six-mile limit reserved for small boats. Their alternative... a blockade!

## GROWING PAINS!

"WE NOW know what the poor bloody Icelandic fishermen felt like with all those big English trawlers careering around off their coast... except we have the Scots as well." An overstated Cornish view, perhaps, but one which indicates the depth of feeling in the south-west over the booming mackerel fishery.

The strain of having about a third of British fishing capacity diverted into Cornish waters this winter is already beginning to show. The seeds of discontent were sown in the summer, when the head-line fishing collapsed. This has been put down to the dispersal of fish by the activities of visiting trawlers and purse seiners the previous winter.

For many outside observers, the mackerel situation in Cornwall is associated with the "growing-pains" of a relatively new fishery. But, by local fishermen, it is regarded as the "death pelot" of their industry.

While the influx of boats has produced a lot more money for local industries and shops, this only makes the anger of local fishermen. To sea young deckhands off Scottish purse seiners fishing bulging wallets does nothing to improve the situation. The local men know only too well that they have never been able to cash in on the high rewards of fishing.

### Blockade

The result is that Cornish fishermen are planning to blockade the ports and look like getting support from their Devon colleagues—unless a six-mile limit is imposed on boats of over 80ft. A move to six miles would not only hit the

visiting fleets. There are a number of vessels in the south-west fleet which would find themselves forced out, but the skippers of some of these vessels believe that the small boat men are right and feel that there is enough fish outside six miles to keep them in business. And that there is plenty of fish outside the limit for the fleets from the North.

### Disaster

The summer fishery was certainly a disaster for the handline fishermen in Cornwall. At their peak in 1975, the handliners brought in 100,000 stones of mackerel—then the decline started to set in. By 1978 the catch was down to 22,000 stones and a year later slumped to 85,000 stones. This summer produced around 50,000 stones, which now means that the winter fishery could be made or break for many boats.

Was it the massive concentration of vessels on the winter fishery that produced these poor summer results? Perhaps the situation is best summed up in the words of the chief fishery officer for Cornwall, Brounand S. Tonkin, who says: "I feel that it is more than coincidental that the declining handline catches follow winter mackerel seasons that have seen an explosion of

Cornish fishermen examine dumped fish found on the scallop beds. This sort of activity by the visiting fleets is stoking up the anger of local men.

effort on the stocks; in particular on that proportion that, prior to last winter, was left relatively untouched. I refer of course to the shoals that were fished at the end of the season in the area of the Isles of Scilly, and which were almost certainly of small and immature fish."

Concern about the mackerel fishery off Cornwall is not just confined to the stocks. The behaviour of the visiting fleets on the grounds, especially the big trawlers, is claimed to be putting the small local boats in danger.

### Legacy

There have been many reports of near misses as trawlers career around with lights blazing, whether they are fishing or not. Perhaps this is a legacy from the days when many of these trawlers were on the wide open spaces of the distant water grounds. They now seem to find it difficult to work within the disciplines of a confined fishery.

Despite all these problems, the small-boat local fishermen could end up having the last laugh up having the last laugh



Turn to page 14



## "Our Detroit is the best haul we've made"

Says fishermen and trawler operator Bill Meson of Teignmouth, Devon. "We spend an average of 100 running hours per week at sea. Fishing is our livelihood and we need reliability for our 60' boat. The 12V71 Detroit Diesel engine is compact, powerful and extremely reliable. We have to handle some pretty rough weather sometimes and it's reassuring to know that we can depend on our engine and not worry about breakdowns. We chose the Detroit 12V71 because we've had experience with this engine

before and we know that it's dependable and tough. What's more, its reasonably priced and the service facilities are excellent."

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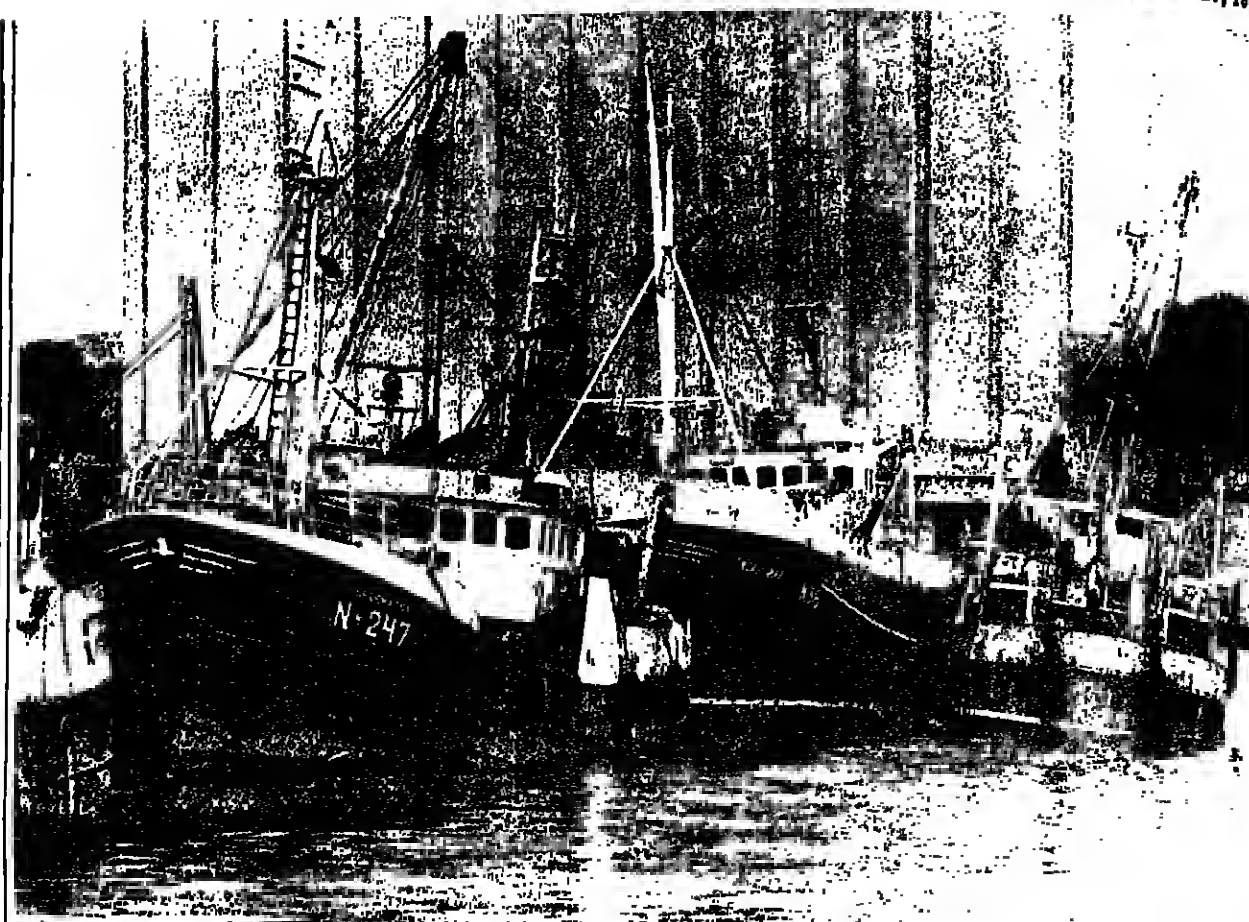
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## GROWING PAINS

From page 13

— If there is any fish left. There is now a real possibility that the fishery could be stopped by Ministry order before the end of the year.

In the early part of this year (January-May) 140,000 tons of mackerel were taken in south-west waters. With the Scottish west coast fishing producing a further 105,000 tons this autumn, catches must be nearing the limit which the Ministry still refuse to disclose. If, as suspected, the limit on the fishery is 300,000 tons out of the EEC's total allowable catch of 450,000 tons, this leaves only 55,000 tons for the winter's fishing.

In a move which lends suspicion to the prospect of a halt to fishing, the small boats have been put

outside the boundaries of licences and would be allowed to fish on.

While Cornwall struggled through the summer, the Devon fleet was able to cash in on an escallop boom. At one time, only six Plymouth boats were left trawling for white fish.

The heavy escallop fishing produced something of a problem for trawl fish merchants at the port and it was left to Cornish boats to come up to Plymouth and augment supplies.

This year, the important shellfish industry in the south-west continues to expand. Landings are confidently expected to exceed the £3m. set last year. Just how important

Despite their problems south-west inshore fishermen are still investing in new boats. This new 37ft. stern trawler, based on a Cygnus hull, has started work from Flushing.

Congestion at Millbay Docks, Plymouth, as the purse seiner *Spesmagne* discharges.

The escallop fishery has become a can be seen from indications that the catch this year will be around £2m. and will almost certainly top orah as the major shellfish earner.

The trawl fishing which has played such a big role in the south-west is now the subject of concern about overfishing and it seems unlikely that there will be any further expansion on this scene.

The prospect of conservation measures on the crabs now look very real, with the Ministry raising the minimum legal size.

During the next few months there is no doubt that the national press and television will be focusing attention on the tense situation developing between local interests on the mackerel and the migrant fleets. Sadly, "unify" among

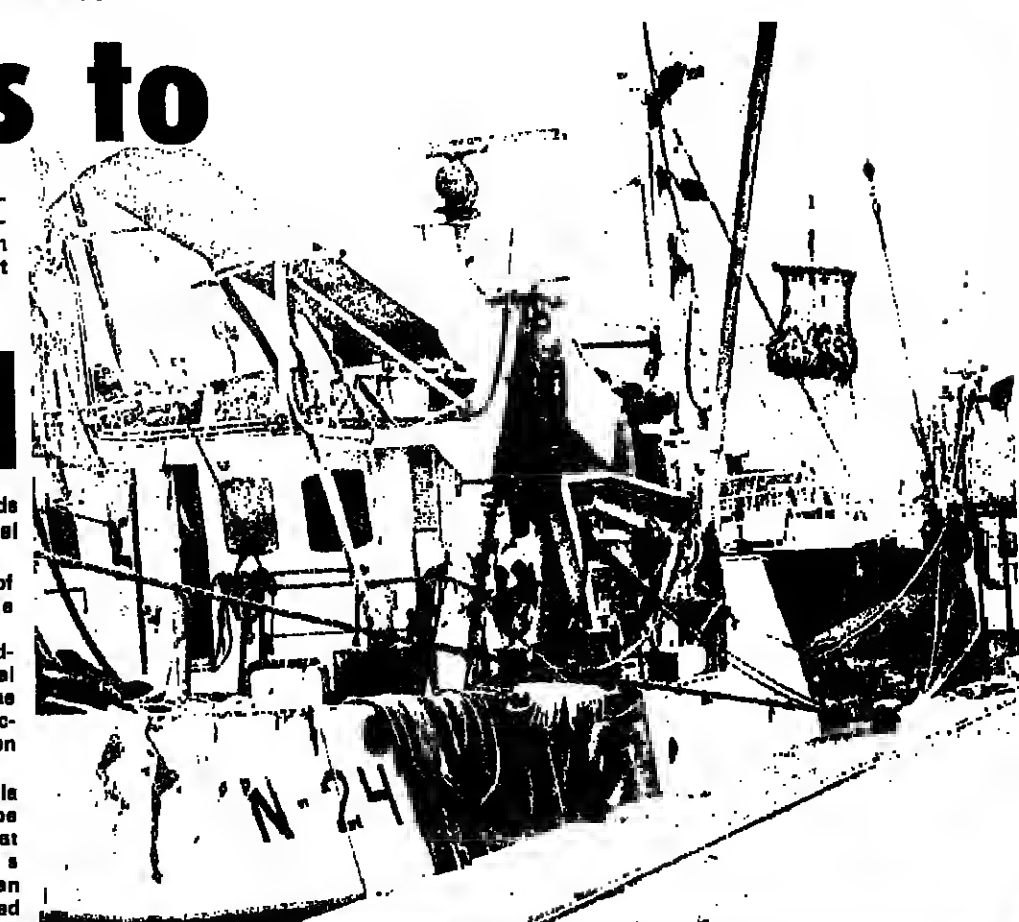
fishermen has been a grossly over-used word. It should now be replaced by "understanding", because that is what is needed between one section and another if the industry is not to make a public spectacle of itself by indulging in internecine warfare. And a good start has now been made with the voluntary Summer ban on the trawlers.

DEVON	Value of fish landings
1975:	£2.5m.
1976:	£3.3m.
1977:	£3.9m.

CORNWALL	Value of fish landings
1975:	£2.7m.
1976:	£4.2m.
1977:	£5.8m.

# Plymouth looks to pilchard and horse mackerel

Right: mackerel being unloaded from *Spesmagne* at Plymouth.



IT LOOKS like new and rapidly-expanding markets for horse mackerel and pilchard could compensate Plymouth's fishermen for any losses suffered under the new mackerel quotas which came into force on November 5.

John Brannon, general manager of Christian Salvén (South West), largest of the Plymouth agents, said his company would prefer fishermen to fish these two species because of the fresh markets.

"I feel that the new quotas for mackerel will actually benefit the fishing industry in Plymouth. Quotas will now be filled within three or four days leaving the rest of the week free to explore this new area," he said.

The horse mackerel, known locally as seed, has never been sold to British consumers. It is a bony scavenger, tougher and less oily than its mackerel cousin, and is an important source of food in Nigeria, Angola, Ghana and the Middle and Far East.

Until two years ago, Argentina supplied the major portion of the African market from its own fishery while horse mackerel stood off Britain remained relatively untapped.

The mackerel season has been fairly regular for the past four years, running from October through March and extending last year to April. Pilchards are fished from December to February with the horse mackerel shoaling in early spring from March to May.

Mr. Brannon said: "In this coming year, I think we'll see that landings in Plymouth as far as mackerel are concerned will not be so big in terms of tonnage, but the value will be greater. General landings will be up because of the increase in horse mackerel and pilchard fishing."

Ministry of Agriculture and Fisheries figures for 1977 show that 1,317,381 owt of mackerel were landed at Plymouth with scallops totalling 4,448 owt, whiting 2,441, sprats 2,745, lemon sole 1,574 and pollock 1,471.

Despite the big boom in mackerel fishing off the south west coast, these figures have remained fairly static over the last couple of years. The big improvement has come, rather surprisingly, in scallops, which are fetching excellent prices varying from 80p to £1.20 per dozen.

## Variety

The one variable in monitoring catches at Plymouth, where almost every variety of fish frequenting south west waters is landed, is the vast number of small boats going out to see filled with sea anglers. These boats operate in hundreds during the season but it is felt that the total catch from them will prove significant only over a period of years.

Only four local boats which go after mackerel are affected by the new quotas. The remainder — either under 40ft. in length or hand-liners — do not have to be licensed and do not therefore adhere to quota demands.

According to the MAFF, licences are issued for no specified period but can be revoked, suspended or altered within a 24-hour period. Since

November 5, trawlers less than 55ft. long have been limited to 100 tons of fish a week. For those up to 80ft. the figure rises to 145 tons; up to 120ft., 175 tons and the biggest trawlers — up to 140ft. — are allowed 215 tons.

Purse seiners have correspondingly larger quotas with 55ft.-90ft. vessels allowed 180 tons, up to 120ft. 210 tons and up to 140ft. 225 tons.

"I only hope the MAFF scientists and researchers have their figures right," Mr. Brannon said. "They said the same things about herring."

## Convinced

The total allowable catch of mackerel in UK waters is 450,000 tons a year and the MAFF seems convinced it can enforce this figure.

There are fines for breaking these rules. A trawler or purse seiner exceeding its quota can be fined up to £50,000 plus the possible confiscation of ship, catch and gear.

Additional safeguards include banning all vessels over 50ft. in length from within the three-mile limit off Devon, Cornwall and the Isles of Scilly. The really important clause in the new quota regulations states that no freezer vessel should land or tranship more than 380 tons in any one day.

Signs of determined enforcement of the new rules include the restricting of transshipments to Falmouth and Mounts Bay, use of RAF Nimrod jets for tracking and increases in the staff supervising the fishery.

We need the deep-sea and Eastern bloc freezer ships because we lack on-shore facilities. It's the usual story — we need financial incentives to improve onshore facilities, so we can compete, but the investment required is more than substantial.

"Ideally, we should catch, freeze and export all our own fish down here with no dependence on outside factors. Salvén is one of the only companies to do this," he said.

As the biggest cold storage company in Britain — Salvén can afford to.

The mackerel shoaling off the south west coast has a lower oil content than most. This improves the quality for smoking tremendously as the fish holds together far better after the process if it is dryer. In the last four years, demand for smoked mackerel has increased enormously as Britons get used to the tangy flavour.

"Smoked mackerel is big business now — particularly in freezing terms," Mr. Brannon said. But the time during the mid-1960s when Russian ships took out about 275,000 tons of varying species of fish in a year is long gone, he added.

"Everyone must work to preserve the south west fishery. Horse mackerel has never been properly fished and has very strong stocks indeed. It's time to open up this new market and bring in a steady season on mackerel, probably

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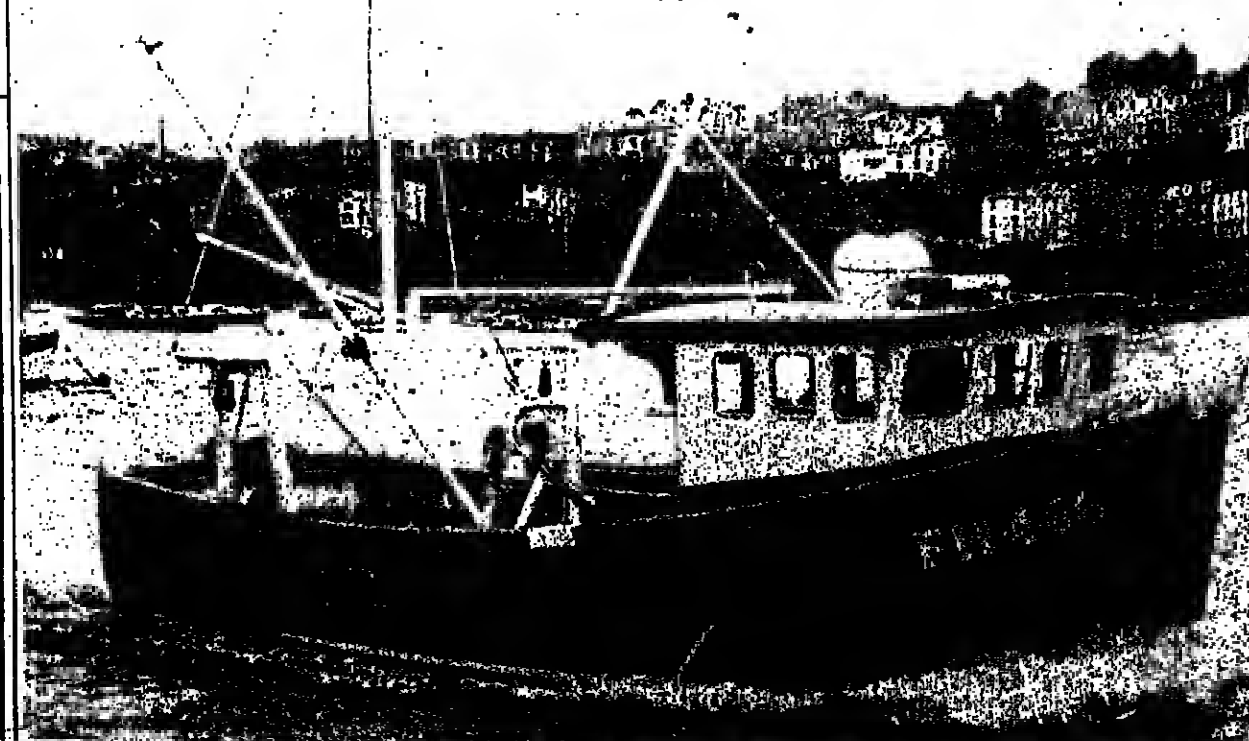
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## Newlyn hits the expansion trail

THE CORNISH port of Newlyn was riding high this week following the news that a new £1.1m harbour scheme has been given the go-ahead by the Government with a 50 per cent grant.

While mackerel sustains the massive fleets from the north it has also been the key to the success of such ports as Newlyn — the traditional centre of the fishing industry in Cornwall.

Last year, mackerel was the main contributor to the over £1m leap in landings at Newlyn and its near-neighbour Penzance. The combined landings at these ports passed the £3m mark for the first time.

It was a prodigious growth of over 200,000 cwt. of fish and over £1,100,000... almost as much as the total for the whole of 1975!

A glance at the two harbours these days, and then out into the bay where the large trawlers lie at anchor, tell their own story. Never, since the pilchard bonanza a century ago, can the overall scene have been so busy.

While the local hand-liners express their deep concern for the future of this fishery — and their anger at the

Northern invasion of the grounds — some mammoth landings have been made. Newlyn now looks ahead to its development scheme which will provide better facilities at its harbourside, and more berths. At nearby Penzance, Penwith District Council have been spending quite a bit of money to improve the inner "floating" harbour.

The news of the harbour development approval was given in the House of Commons in the reply of the Ministry of Agriculture, Fisheries and Food, to the recent report of the Expenditure Committee on the fishing industry. It has been warmly welcomed at Newlyn, for a lot of hard work has gone into the planning over the years.

Mr. Andrew Munson, clerk to the Harbour Commissioners, believes the scheme will take about 15 months to complete. Fifty per cent was the maximum grant expected. This grant is in addition to the Common Market FEOGA grant of £132,000, which goes towards the 50 per cent cost to be met by the Harbour Commissioners, who will have to find almost £400,000.

The scheme includes extensive dredging, the building of a new jetty parallel to the

present North pier, and reclaiming land.

A fish market development would be part of another phase. The consulting engineers are Gifford and Partners of Southampton.

Numerous schemes have been talked about at Newlyn over the past seven or eight years, and ironically a "larger" scheme discussed in the early days for a new pier to be built outside the present harbour would have cost as much as the "inside" scheme is going to cost now.

The first stage in this major development will be the reclaiming of harbour land in front of the Coast store, and then will come the in-filling of Keel Alley to form a boat park, with the demolition of the viaduct and the building of a solid well and road.

One thing that has been shown beyond doubt is the need for these extra facilities.

These figures for the past three years show the growth. In 1975 a total of 189,154 cwt. was landed at Newlyn-Penzance, worth £1,322,236. Of this mackerel accounted for 118,394 cwt. and £474,502. Ray brought in a further £108,000, and shellfish £82,000.

In 1976, landings totalled 280,359 cwt., worth £2,221,481, which included 203,391 cwt. of mackerel worth £819,000. Shellfish made £434,000, and sole £158,000.

Then came last year's all-time best, with 470,245 cwt. worth £3,347,146. Of that value almost half was mackerel — £1,873,718, from 401,813 cwt. and ling made £301,000.

Scallops worth £312,000 were a big feature of the £474,000 shellfish catch.

Underlining the importance of pelagic landings Bill Williams, fishery inspector for the south-west said: "There has been very little change at all in the demersal catch, and there has not been much change in the shellfish catch, except for scallops."

These figures prominent-

### —'GO AHEAD' FOR HARBOUR SCHEME

ly for the first time at Newlyn in 1976 and 1977, and have never been here in any quantity before.

The one very big difference has been in the mackerel catch, although the quantity here is much smaller than at Falmouth and Plymouth.

But there are worries, and some of these were expressed by Nick Howell, a fish and shellfish merchant, who has been based at Newlyn for about three years. A lot of people are relying on the winter mackerel because of the quiet summer, he said.

The summer mackerel was not very bright, long-lining was difficult because the boats had to go so far out, and crabbing was harder this year with the increased price of boats. And with the increase in the number of boats netting for shellfish the share for each boat must be down.

One new dimension to the fishery has come with the popularity of smoked mackerel throughout the country. The huge catches of the purse seiners, and the comparatively reasonable price for mackerel, has opened up this market.

owners — and Suttons (Cornwall) Ltd., the wholesale fish merchants, and the more recently established Kismet Fisheries (Cornwall) Ltd.

On the shellfish side the family firm of W. Harvey and Sons of Newlyn plays a major role. The fleet also continues to grow. At least three vessels of over 50-ft. in length have arrived at Newlyn in recent months — all having been acquired by local men.

"Pride of place," says Brundand S. Tonkin, Cornwall's chief fishery officer, "must go to the 30-ft. plus dual-purpose line-trawler *Girl For Hire*."

Constructed of steel by McTay Marine of Merseyside, at a reputed cost of £500,000 for the well-known "Bosma" family, she admirably augments the fleet at the port.

Quite a number of boats in the 30-35 ft. class have also entered the fishery. And, as Mr. Tonkin points out, brings us back to one of the first points made in this article: "Unfortunately, all these extra vessels will add to the considerable congestion at the port, and the proposed improvements become more urgent almost daily."

While the winter mackerel fishery is the talk of Cornwall it's interesting to note how it's interesting in particular and Newlyn in particular.

So, from an almost unknown fish, the mackerel in the past couple of years has become well-known everywhere.

Yet despite this development, Nick Howell considers it will be very awkward for the buyers this winter. There have been quotas for small and medium mackerel, and the price has been down below last year's for the large-to-medium-large, which were £1.10-90p compared to this winter's 80p-£1.

Unless the large mackerel come closer to shore it is going to be an expensive business for the hand-liners to steam a long way out.

The majority of fish goes to Billingsgate, Birmingham and Cardiff, but there is a truly Continental air to Newlyn these days.

The large "freezer lorries" from France, are matched by those of such long-established local firms as the family trawling fleet enterprise of William Stevenson and Sons — fish salemen and merchants as well as trawler

The Scottish built *Daw-Green-Ny* reflects the growing power of the Newlyn fleet.

Continued on page 18

# When the Beaufort scale's at 9

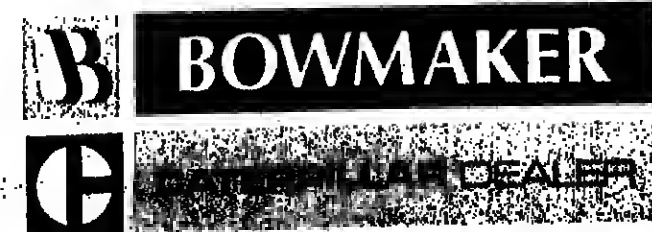


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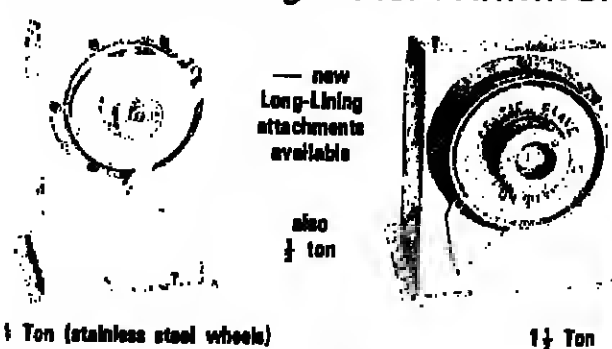
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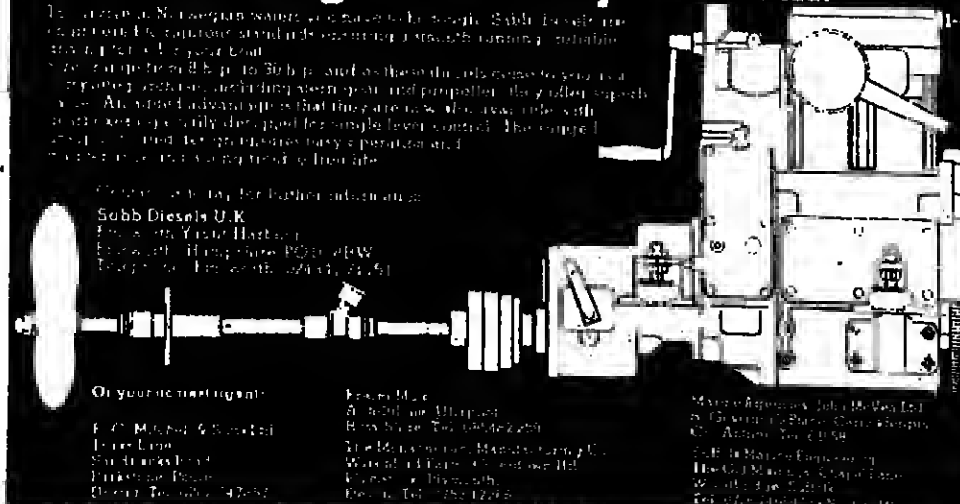
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# Newlyn hits the expansion trail

Continued from Page 16.

Mounts Bay in general have fared these past summer months.

For a start, the hand-line fishermen operating from the hnhours and coves have experienced their worst summer season since this fishery became established in the 1960's.

Over the years the fishery improved steadily, reaching a peak in 1975 when some 100,000 stones were landed. Since then there has been a decline in catches of 8,000 stones in 1976, and a further 8,000 stones in 1977 when 85,000 stones were taken.

"This year the reduction escalated to a mammoth 30,000 stones, and consequently the total catch has fallen to approximately 50 per cent of that taken in 1975," comments Mr. Tonkin.

"Although I am unable to explain the reason for this enormous fall, I feel that it is more than coincidental that the declining hand-line catches follow winter mackerel seasons that have

seen an explosion of effort on stocks."

With the virtual loss of this fishery a great deal of emphasis is now placed on the winter season that could well decide the future of the hand-line fishery.

There was hatter news of long-lining this summer with the Newlyn based fleet again experiencing an exceptionally good season, with

total grossings in the region of £250,000.

"This has created yet another new 'high' for the port and represents a 23 per cent increase over last year, which itself was a record," adds Mr. Tonkin.

Although trawl landings were modest there was a continual keen market demand, and consequently, fish with a value in excess of £250,000

Girl Pat III, built by Metay on Marsayelde, is the latest new trawler to join the Newlyn fleet.

were landed during the summer. Although the landed weight was lower than that of the comparable period of 1977, the first-hand value of catches continued to increase.

"This summer, though, there has also been a marked decline in the number of scallops to be found, and landings fell in value to roughly half of last season's £250,000.

As this south-west fishery was discovered only two years ago it appears that stocks are very vulnerable as at no time has intensive fishing taken place.

There was a much reduced fleet operating from Newlyn this summer, as many of the usual visitors from the Isle of Man, the Channel Islands, and the South Devon ports did not arrive.

# DEAD MACKEREL KILLING OYSTERS

FURTHER unrest built up this week against the large fleet of Eastern bloc fish factory ships operating off Cornwall.

This follows complaints by members of the Truro Oyster Fishermen Protection Association who claim that dead mackerel and discharged waste from the 30 factory ships, operating within the Falmouth Harbour limits, could damage valuable local oyster beds.

After a meeting of local oyster fishermen when reports were made of dead fish and an oily scum being found near the oyster grounds, the Association asked the harbour commissioners to stop the dumping.

"Some oysters have already been found dead," said the association's secretary John Wells. "The jobs of 100 men are at stake. We say all the pollution is coming from the factory ships and we want it stopped."

Captain David Banks, Falmouth's harbourmaster, blamed "emotional influences" for the recent level of complaints of pollution, noise and smell being created by the fleet of fish factory ships in the port.

Captain Banks said: "The harbour commissioners' attitude to the notice is that this, after all, is a commercial harbour. It's a working anchorage."

"There are vessels processing fish for fertiliser, so when

the wind is in a certain direction there is some smell."

Captain Banks said that the most serious allegation being made is about pollution of the water and local beaches. He agreed that in parts of the harbour there has been a soupy scum, with oil content, on the water. This was coming from the vessels producing mackerel.

There had been reports of dead mackerel dumped on to the oyster beds. Fears that the polluted water could result in a large kill of oysters led to a visit by MAFF scientists and tests by the south-west water authority.

At a meeting of Cornwall County Council, Roger Julian

alleged that Carrick Roads in Falmouth harbour was becoming a cesspool. The noise and smell in the area he said was "intolerable."

Kathleen Dale, chairman of Falmouth and Truro Port Health Authority, thought the "outsiders" would destroy the Cornish mackerel fishery.

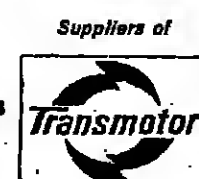
Tests will be continued this week to establish whether the build-up of organic matter in the harbour waters will lead to gross pollution.

Prassura is also being mounted to move the factory ships outside into Falmouth Bay where it is believed the pollution effects would be minimised.

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# Top marks for skipper with new sounder

A 74FT. Brixham trawler is the first vessel in the south-west to fit a new high frequency Japanese echo sounder. Skipper-owner Peter Bartlett has installed a Naco MF 1500 set on his former 'Sputnik' trawler, *Brasside*.

The unit costing £650 was supplied by Sutton Marine Ltd. of Plymouth, which has been appointed south-west agents for this equipment.

The unit was installed on *Brasside* six weeks ago and, although intended mainly for mackerel, has so far been used on sprats with some good results.

"With higher frequency we have been getting some good marks," Peter Bartlett told *Fishing News*. There have been some

teething troubles with the new equipment, but Peter Bartlett was confident these would be ironed out. "The set needs better illumination and I would have preferred the unit calibrated in fathoms and not metres," he added.

The main aim of having the MF 1500 on board *Brasside* is for the detection of mackerel through the season with the minimum of interference on the 50 KHz monitoring the net.

The unit operates on a frequency of 200 KHz with a high output power of 400 watts — a combination which gives good clear bottom definition.

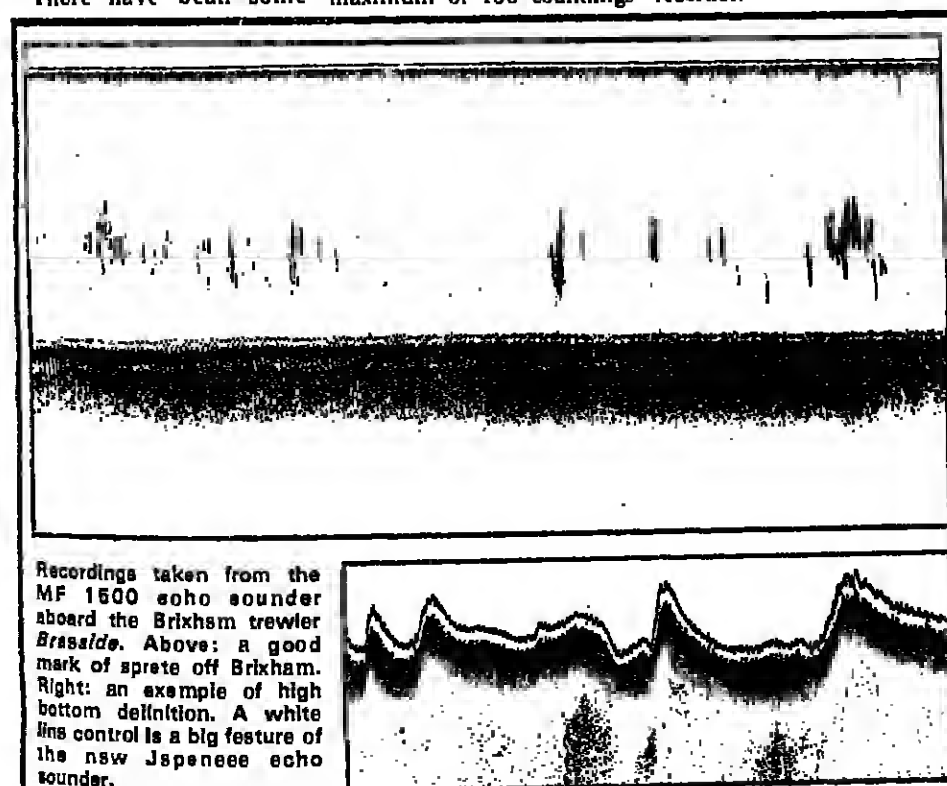
Six depth ranges are incorporated: 0-50m; 40-80m; 0-100m; 80-180m; 0-200m; and 180-360m. There are three sounding ranges — with a maximum of 156 soundings

per minute — which are adjusted when switching ranges. One unit is suitable for a range of voltages from 10V-28V d.c. enabling the set to be switched to any vessel. Power consumption is a low 20 watts.

A white line control is fitted and incorporated in the unit, with a variable paper speed control enabling the paper to run from as low as eight millimetres per minute.

Transducer and power connection are via plugs and sockets on the side of the equipment. This allows the set to be removed with ease when servicing is required.

Due to its high performance, the suppliers see a big potential for this sounder, which has a six in. chart, in between the cheaper four in. recorders and the sophisticated eight in. recorders.



Recordings taken from the MF 1500 echo sounder aboard the Brixham trawler *Brasside*. Above: a good mark of sprats off Brixham. Right: an example of high bottom definition. A white line control is a big feature of the new Japanese echo sounder.

# ...autopilot on course for success

A NEW Canadian manufactured autopilot has just been introduced in the UK by Sutton Marine Ltd. Competitively priced at £1,000 for the relay drive, the Wegner MK4 unit is already used world-wide on vessels ranging from 350 ft. down to a six metre mini-submarine.

A course can be manually set on the six in. diameter course dial which may also be used as a compass repeater.

Full controls are provided i.e. yaw, rudder, angle, counter rudder and automatic trim. Six internal settings enable the pilot to be tuned to any vessel.

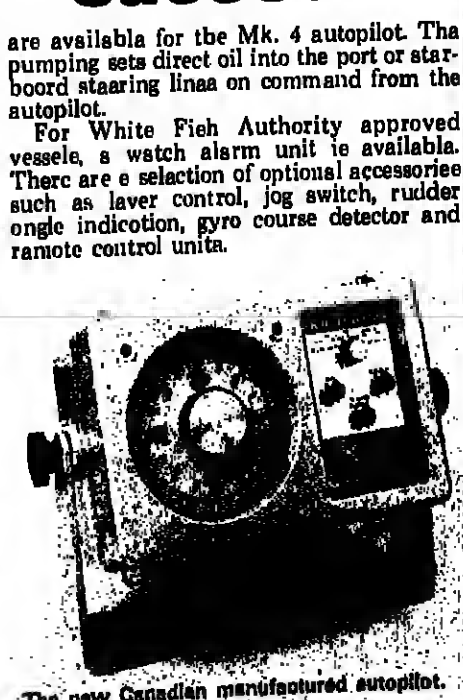
The autopilot may be controlled by gyre or magnetic compass. With the standard unit a course sensor is provided so that the pilot can be used from the main steering compass.

If a vessel suffers from magnetic interference problems then it is possible for a compass to be provided in order that the sensor can be remotely located to minimise the interference.

Incorporated in the Mk. 4 is the electronics to drive a rudder angle indicator, thus only a rudder indicator meter is required.

On the standard unit an interesting feature of the design is that it will cope with any voltage from 12 to 32V d.c. On large vessels a power unit is available for 110/220 a.c. and d.c. volts.

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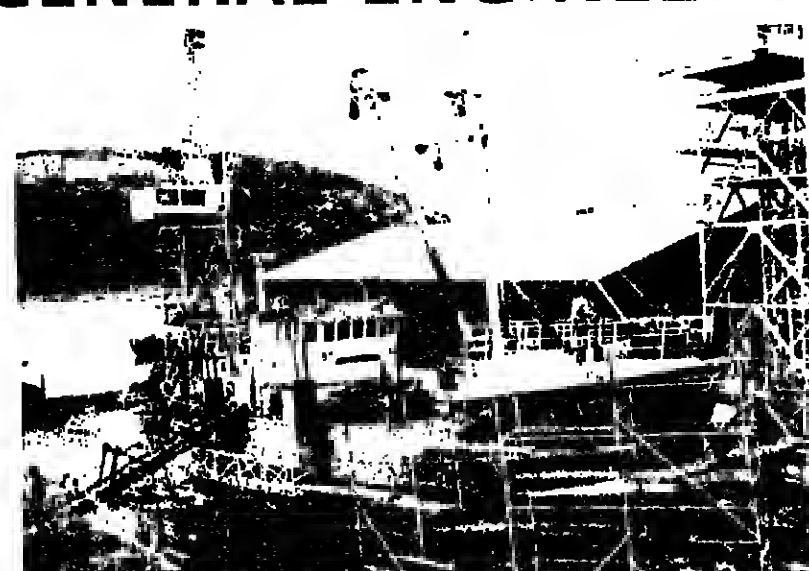


The new Canadian manufactured autopilot.

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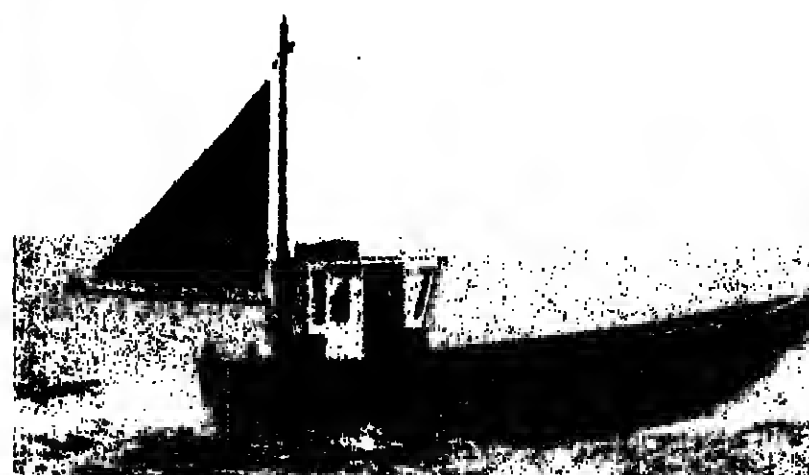
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**AS SECRETARY of the Cornish Fish Producers' Organisation DAPHNE LAWRY has been in the forefront of the fight to stop the local handline fleet sinking under the weight of the massive effort being put on the mackerel stocks by visiting fleets.**

**In this article she states the case for the CFPO and calls for co-operation from other fishing interests in getting the situation resolved.**

FOR A long time now the Cornish Fish Producers' Organisation has predicted unpleasant developments on the mackerel grounds. We have been asking for measures to prevent this, but it is rather late for these now. In the past few weeks life in Cornish fishing has become brutally insecure and this must be put right. Local and national press, TV and radio have reported many dangerous incidents

and much short sighted bad fishing and marketing practice. Eventually we shall all suffer if we don't sort ourselves out and insist on rational management of stocks and markets. At present it is the local small and medium sized mackerel boats that are suf-

fering, but the effect is spreading to the rest of Cornish fishing as well.

We know why the UK vessels of all sizes and many types are in a dangerously competitive concentration on the south-west mackerel and that this is likely to continue every year now, with mackerel a valuable catch for the whole industry. We also know that fishing is a dangerous occupation, so it is all the more important that risks should be reduced as much as possible.

#### Fights

Recently there have been verbal and physical punch-ups between local and migrant fishermen. It is rather surprising that this is still rare, but though it does relieve feelings it solves nothing — and we all lose. We need to discuss the situation and solve what can be solved; we think more can be agreed and put right than many of the competing fishing interests might suppose.

Cornish boat owners are asking for consideration treatment, and as we are asking this of men and firms that are financially and physically much larger than us, we'd be silly not to say "please".

One thing we would like to make clear to all our colleagues round the coasts and to our Ministry. We are not basing our demands for local protection just on a sentimental appeal for the little man in his little boat. Of course we think we have a right to our chosen way of life and that might should not be right, but the same plea is made by owners of big boats. We base our claims on our worth to the UK fishing fleet: we are a national asset so we ask that our survival be ensured.

The fish in UK waters that we all hope our Government will protect from EEC manoeuvres cannot be fully exploited by a migrant fleet of bulk catching freezer and trawlers only, let alone by the highly specialised purse seine netters. To take full advantage of this unrivalled resource the UK must retain a full range of fishing boats and fishermen. This means vessels from beach launched cove boats up to the giant freezer trawlers.

The smaller boats exploit the large range of fish close inshore, and this leads to the boats for one kind of fish in some areas and to the fleet of versatile boats between 20ft. and 60ft. working round Cornwall; without these boats and men much of the UK inshore catch will be lost and neither the industry nor the country can afford that.

The commercial value of each boat to the industry is being ignored. We are told bulk catching is

the modern method and we must move with the times. We do not agree. Indeed we doubt if the state of world fish stocks can permit the use of the ruthless purse seine net much longer — ask the Scottish herring driftmen about that.

It is becoming more and more clear that small boats that are labour intensive must be the boats for the future and that, far from being behind the times, we are probably more suitable to the present situation in fishing than bulk catchers.

The British fishing fleet has suffered most painful pruning in the past few years, but the industry would be most unwise to pass this on to the small boat all the time as is happening all round the

## Six-mile limit the only way to protect ourselves

coast at present. We are asking the operators of larger vessels to start to accept this here in the south-west and to agree to the slight loss of fishing opportunity to themselves that allowing us to make a living will entail.

On conservation of stocks this industry is in agreement it is vital. Until we are sure of the continuity of supply, all our fine structures of catching and marketing are so much lumber. This would seem self-evident and almost all sections of the industry do plainly know it to be the bitter truth. Yet we sometimes seem to forget it in the struggle to serve up the inshore stocks left to us and the Ministry appears to think fish multiply by magic.

#### Alone

This year the Ministry proposed to permit ad lib fishing of our last remaining stock of fish available for bulk catching, the mackerel. Until the herring ban I think the Cornish PO was the only organisation of its kind pleading against this insanity; indeed even neighbouring PO in Devon advocated ad lib fishing because they thought it best to catch all they could while the probability of the mackerel stocks being quickly fished out.

After the herring ban we were joined by almost all the

# 'Let us all make a living'

PO's and catchers' representatives and we have combined to persuade the Ministry to apply the mackerel licence that it proposed last March and has now been in force since November 5.

It is no good pretending that "greedy fishermen" fought against that licence. Details were certainly argued but it was the catchers who fought for the licence and that is encouraging. We must continue to work inside such agreement wherever we possibly can, and to do this we must know where we disagree.

This is not the usual platitudinous plea for unity that is a convenient platform under which to hide our differences. We do agree throughout the industry on a great deal and where we differ we must come into the open about it, try to isolate the trouble and find a practical compromise to present to those who impose the rules on men who know their own business.

#### Chaos

Though many of us are not at all sure that we are being allowed to take only a sustainable amount of fish from our mackerel stocks, let us assume this will be gauged right in time to save the stock. It is unlikely that ad lib fishing will ever be permitted again, so decisions will have to be made as to who catches how much, where and how. That is what has gone wrong just now and it is evident in the recurring chaos in mackerel marketing caused by oversupply, in suicide prices and maverick seamanship by a very few bullies taking desperate measures to get fish.

To some extent marketing is self-regulating; but it does seem unreasonable to have stopped taking top quality mackerel from the Minch because a TAC of 100,000 tonnes was passed which was thought right in the conditions prevailing some months ago. Fishing conditions change more quickly than that.

Earlier we asked for a closely supervised TAC for the Minch, because we did not want to find the south-west boats deprived when it had all been taken by large boats able to migrate round the coast doing well for themselves and disrupting local effort on their way. Since then the cold summer and warm autumn have prolonged the stay of large mackerel in the Minches and the stay of small summer mackerel in the south-west. When the Scottish fleet was ordered to stop catching in the Minch some large mackerel were being landed, but for too long a huge bulk of immature fish was still landed and the Ministry

order inevitably drove the effort on to those fish.

Such inflexibility is the danger of central control that relies so heavily on its internal sources of information instead of combining it with practical information from men with generations of experience who actually do the job.

The oversupply of unwanted fish has stopped or restricted the line fishing for mackerel here regularly this season. Line fishermen can only make their modest living if they fish regularly, just as our local merchants can only profit if they handle a continuity of supply.

#### Lining

The need for such continuity is one of the strongest reasons for local merchants handling line fish in the winter when bulk catchers might be more convenient.

That same continuity is one of the important advantages of smaller boats which can make a profit on a much smaller catch than bulk catchers. When freezer plants are full there is no buffer to absorb the surplus catch and we have suffered the disruption that the migrant boat owners said they did not want to cause. Even if we all behave like perfect gentlemen

## Skill and luck have prevented a disaster

at sea and how to one another saying "After you sir," so that we all do catch fish, it is little use if we cannot sell what we catch and the marketing operation is already very extensive here. Unfortunately at present hand line mackerel boats and small trawlers cannot be at all sure of even catching because of a combination of the dangerous mixture of all sizes of boats on the same shoals and the taking or breaking up of those shoals by bulk catchers.

We have fished mackerel for many years and we know that they do not shoal up if they are harassed and it is fairly certain that they do not breed unless they shoal. Now they are harassed up to three miles from the shore all the time and this has so disrupted their behaviour that the summer mackerel catch, upon which we rely, has been reduced this year to 30 per cent of what it was last year. The weather was not unique, the constant trawling was.

We are relieved that the local by-law of a three mile limit inside which 60ft. boats may not fish has now been brought under the statutory protection of the mackerel licence. This is not the parochial dog-in-the-manger attitude to mackerel that it might seem; only because of

this narrow strip of protection has it been possible for hand liners to make a much reduced living at all, without it we should not have continued long after the advent of the bulk catchers here.

When those bulk catchers

Continued on page 38



Daphne Lawry, secretary of the Cornish Fish Producers' Organisation.

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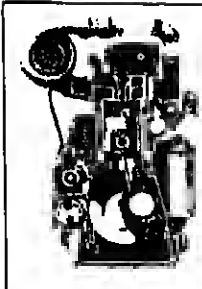
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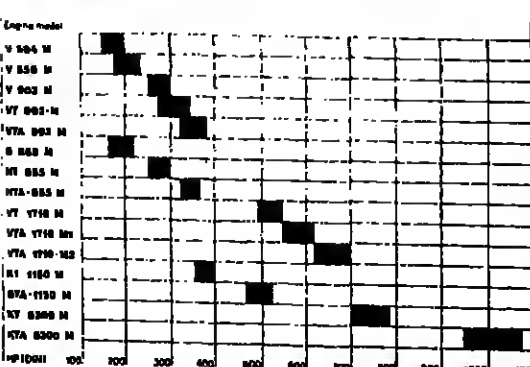
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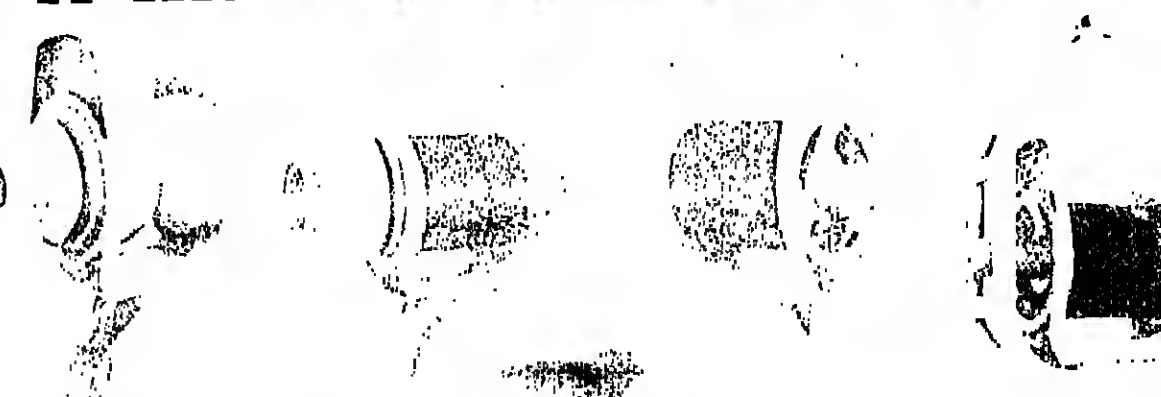


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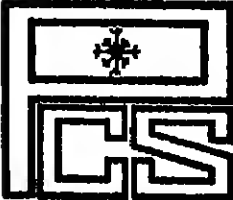
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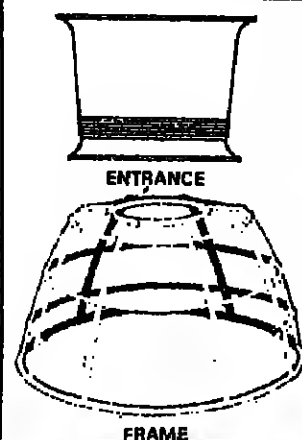
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## Cold stores expand

### BOOM FISH

THE SECOND phase of a cold store and freezing operation has come on stream at Willand, Devon. Last month, Tempco Severnside Ltd. opened an extension to its existing cold stores which now brings refrigerated storage capacity up to 20,000 tons.

The first phase of the cold store was aimed at the dairy industry. With an eye on the big south-west mackerel season, the second phase has been geared to the needs of the fishing industry. Blast freezing equipment able to handle 40-tons a day has been installed.

Mackerel from French, Dutch and British vessels are now being handled at the cold store, and landings by foreign boats are seen as a big part of future business.

The cost of this latest expansion at Willand is £1.25m.



Inside one of the bays at the new Phase II store operated by Tempco Severnside at Willand, Devon.

## ICE CREAM FIRM'S PLAN TO LICK FREEZING PROBLEM

PLANNING permission has been granted for a cold store and fish processing complex at Triggonick, near Falmouth. The site is on an industrial estate. Behind the project is a Falmouth-based ice cream firm, Martin's Ice Cream & Dairy Products Ltd.

### Sections

A 500-ton capacity cold store and a blast freezing unit capable of handling 30-tons a day will be built in sections—taking just eight weeks to erect.

Martin's are not planning to operate the cold stores, but

are looking for a tenant to take over the site once construction has been completed. Already several promising contacts have been made with the fishing industry and the plan is to offer the cold store on an open-ended lease. A local fish retailing firm in Falmouth with a chain of cash-and-carry stores has shown a lot of interest in the project.

This unlikely move by an ice-cream firm into the fish business was explained by managing director Paul Martin: "As an ice cream manufacturer we don't want to get any bigger. But we have thirty years experience in the freezing business and this can be used elsewhere."

"With the build up of mackerel fishing off Cornwall, we recognise the necessity for shore-based facilities and this is what we aim to provide."

### Stability

Mr. Martin added: We believe that our cold storage project will bring more stability to the fishing industry.

The cold store and blast freezing set-up will cost £160,000 to build. "The White Fish Authority has already shown a lot of interest in the project and so has the local industry," said Mr. Martin.

### Big blast at Exeter

THE COLD storage and freezing problems in the south-west look like being considerably eased with the opening of extra facilities at Exeter.

Plymouth Cold Stores Ltd has extended its plant with two blast freezing units able to handle 40-tons a day.

This firm now has storage capacity for 2,000-tons of fish at Exeter and 1200-tons at Plymouth. Fish is held at -18 deg. C.

The big plus for these stores is their close proximity to the major south-west fishing ports. With the big winter season now getting underway, the stores are expected to handle around 350 tons of mackerel.

Apart from mackerel, the stores also handle a considerable amount of scallops, crab and squid. Blast freezing is now available for these products outside the mackerel season.



One of the two blast freezing areas built by Plymouth Cold Stores Ltd. at Exeter, for freezing fish.

# FALMOUTH FACES LIFE WITH THE FACTORY SHIPS

NOT SINCE its very beginnings as a tiny collection of fishermen's cottages in the early 17th century has Falmouth been so concerned with fish as it is this winter.

Activity in the port has rapidly increased in line with the dramatic upsurge in mackerel fishing in south-west waters in recent years.

Last season, however, a whole new dimension was introduced with the arrival of the big Eastern bloc factory ships for processing and transshipping off the port, the like of which had never been seen there before.

Their return in greater numbers this autumn, together with the anticipated arrival by Christmas of more British trawlers than ever before off Cornwall, means another winter of hectic activity afloat and ashore — plus increased opposition from various quarters.

The spin-off for Falmouth is a mini-trade boom for shops, bars, restaurants and entertainments during the seaside resort's off-season; significantly increased revenue for the port authorities and Falmouth Docks; the development and expansion of a number of small companies serving the fishing industry; a vastly different way of life for local fishermen; and a stream of protests from local residents about pollution caused by noise and smell.

Last winter, when the Russians paid nearly £1,000,000 for some 3,000 tons of mackerel caught off Cornwall, trade in Falmouth is reckoned to have benefited by around £300,000.

Boatloads of foreign factory ship crews come ashore daily and quickly established a reputation as big spenders.

Taking into account inflation and the increased number of ships, the trade spin-off for Falmouth this winter could well hit £500,000.

Last season there were, at any one time, two Russian mother ships in Falmouth Bay and up to 15 factory ships in Carrick Roads. A year later, there are five Russian mother ships in the bay and more than 20 factory ships in the roads end bay.

The scene amounts to a floating Piccadilly Circus in what is one of the world's three largest natural harbours. And it means an awful lot of extra work — and revenue — for Falmouth's harbour office, Trinity House pilots and the local shipping agencies.

For Falmouth Harbour Commissioners, for instance, the presence of the Eastern bloc vessels will probably mean an extra £10,000 in port fees this winter. And for the pilots and cutter crews, it means hardly any let-up in the workload, with a pilot required each time a factory ship moves in the harbour and hwy.

On the debit side, however, the processing operations mean that, when the wind is blowing from the south or east, virtually the whole of Falmouth has to put up with an acrid smell of fish in the air.

Noise from the ships' generators can also seem particularly loud in certain weather conditions, with the loudest protests here coming from riverside residents paying high rates and having their tranquil lives disturbed.

Last winter's protests led to public meetings being held

complaints being sent to Whitehall and even the threat of court action from one riverside residents' society.

When it came to the crunch, however, the authorities reported that noise and smell from the factory ships had been found not to exceed statutory limits.

At a public meeting attended by all interested parties in June, Falmouth Harbour Master, Captain David Banks, left no-one in doubt when he declared: "This port will, of its own volition, do everything to encourage trade and the full utilisation of its waters — whether by commercial vessels or pleasure craft."

The port of Falmouth, he added, was "far too important and has far too great a

## The scene amounts to a floating Piccadilly Circus

potential to be sterilised because a few houses were built on its shores at a time of recession."

Now, however, the complaints are mounting again and Falmouth Port Health Officer David Rye told Fishing News: "I think there is going to have to be some sort of meeting between the harbour and port health authorities and the district council, now that we know what is happening this winter."

He added: "We know there is a small all around the town from the fishing vessels, but I have not yet seen any serious discharge."

At Falmouth Docks, meanwhile, fishing vessels are occupying some of the wharves once exclusively reserved for ship-repair activity in better times.

The entire 1,200ft. length of the Western Wharf has been given over to fish-landing, under licence to Glenham Management Ltd., the Falmouth-based fish salesmen and agents.

Here, fish is loaded direct onto rail wagons. When this operation kicked off last month, it was the first time this century that fish had been landed at Falmouth.

Elsewhere at Falmouth Docks other trawlers, including the Scots, are making use of berthing, fuelling and watering facilities.

Among British trawlers using Falmouth as base for the first time this winter are the Chris Andra and Tails, owned by Scotland's top fishing family, the Hull-registered C. S. Forester, Britain's top vessel in her class, and Clarkwood of Aberdeen.

Ashore, virtually the whole of the top floor of the Hotel St. Michaels, one of Falmouth's largest hotels, has been taken up by representatives of the West Mackerel Consortium, comprising

Boyd Line, Boston Deep Sea Fisheries and Richard Irvin.

With accommodation and office facilities, including telex and ship-to-shore radio, they are using the hotel as their base for operations 24 hours a day, seven days a week.

Other developments ashore include the establishment of bases at nearby Penryn by Richard Irvin and Seabourne Electronics.

With many of the traditional distant water fishing grounds having been closed, the arrival of so many Scottish and east coast trawlers is regarded as a serious threat to the livelihoods of many local in-shore fishermen.

More than anything else, they want all vessels over 80ft. to be banned from operating within six miles of the shore.

Hardly a day goes by, they say, without at least one incident being logged of either near-collision or of visiting trawlers driving down through fleets of hand-liners. The hazard will increase, say the locals, with the arrival of reduced visibility in mid-

winter and the greater number of distant water trawlers.

It is beyond dispute, Falmouth MP David Mudd has told Fisheries Minister John Silkin, that the three-mile restrictions are being ignored.

Through a combination of danger and small catches, claims Mr. Mudd, many hand-liners are now operating at uneconomic levels and could be forced out of fishing altogether.

With the larger fleets intercepting and dispersing shoals well away from the coast, only very limited quantities are reaching the grounds that the hand-liners work.

The picture has changed dramatically at Falmouth Wharves, the Falmouth base of Cornwall Fishermen Ltd., the area's biggest co-operative.

Two years ago up to 50

quite radically. There is a very significant trend to big boats catching fish and the result seems to be that large shoals are being consistently harassed and broken up into smaller shoals, which are much more on the move."

On the "klondyking" operations off Falmouth, he says: "I think the local fishermen are resigned to the fact that it is here and probably here to stay until the mackerel have been largely exhausted."

"They are not happy about the situation, but they are aware that it is basically politically motivated and that as far as the Government is concerned the livelihoods of a few hundred Cornish fishermen don't seem to matter so much."

"I think the local hand-line fleet generally respects the Scottish and East coast fishermen. They are aware that they have got to make a living and that, if they can't go to Iceland or catch herring, they have got to be allowed to fish the south west mackerel fishery left."

"The reason may have climatic, cyclic or permanent harassment by the big boats — you just don't know."

There is currently one large mid-water trawler, Devon-Genen-Vy from Porthleven — daily landing about 70 tons of mackerel at Falmouth.

Wharves, to be joined by a similar vessel shortly. Otherwise, there is a nucleus of around 15 boats based at Falmouth Wharves and involved in long-lining, scalloping, demersal trawling and netting.

Comments Mr. Culling: stuck it that is the only fishery left."

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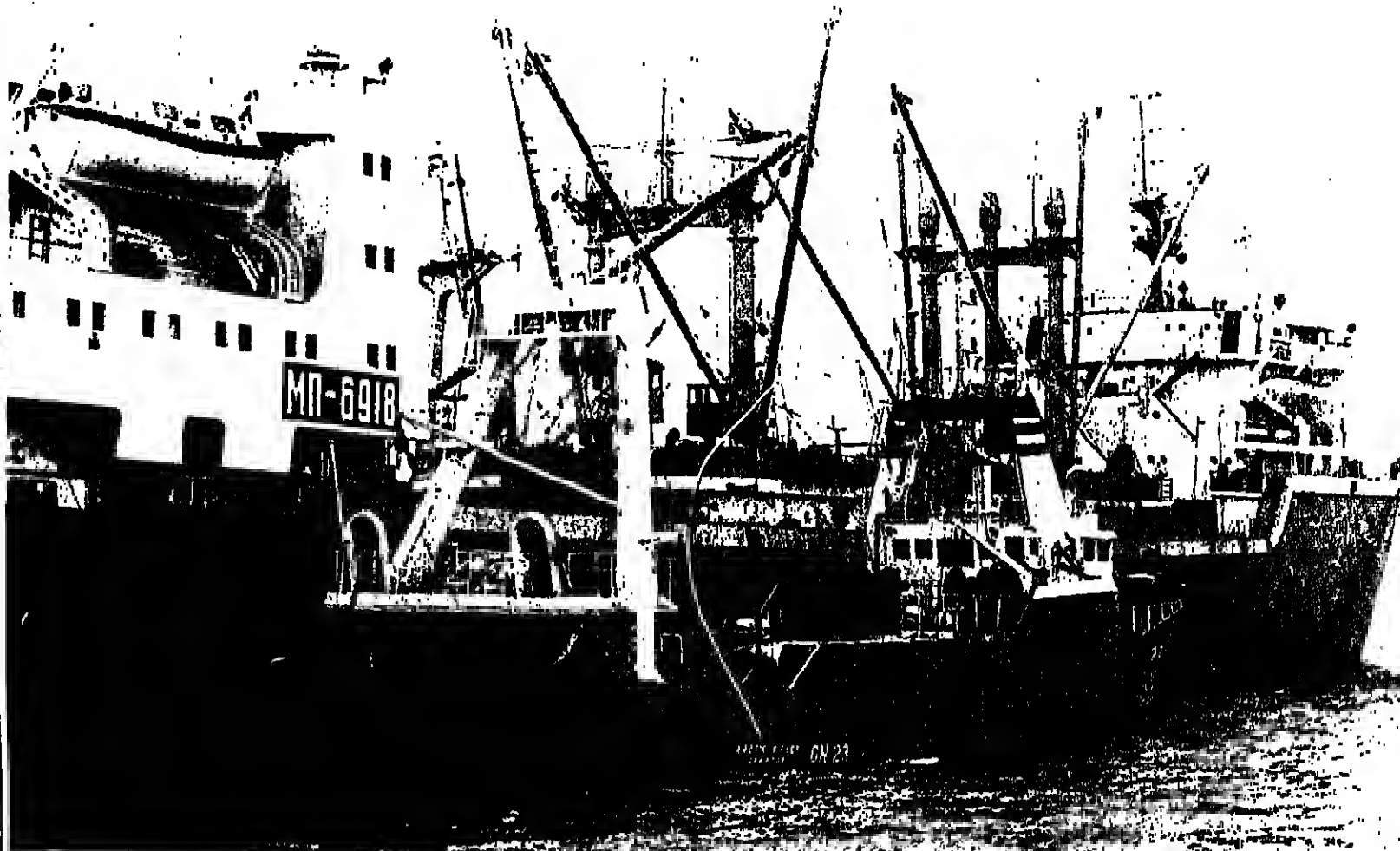
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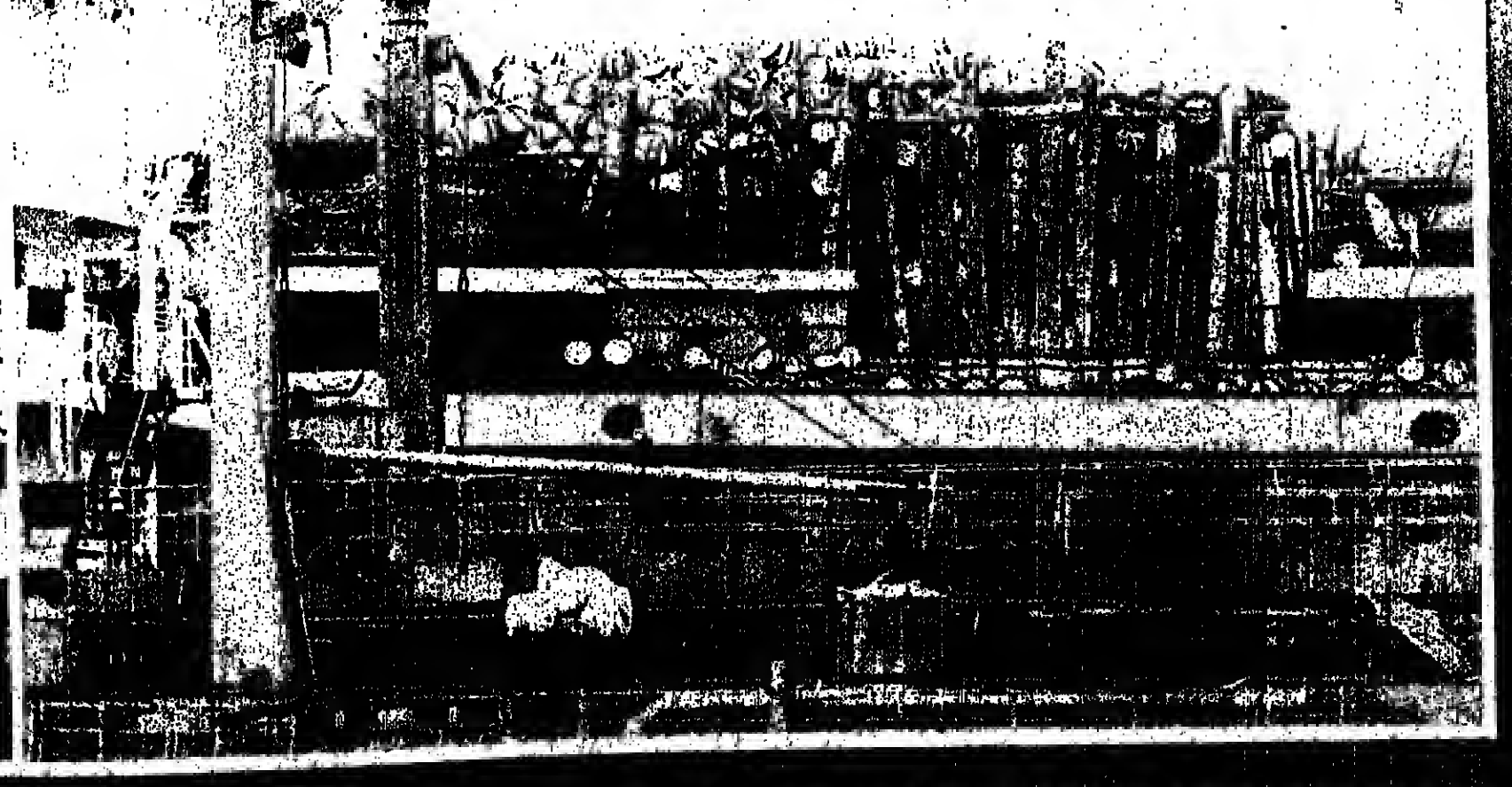
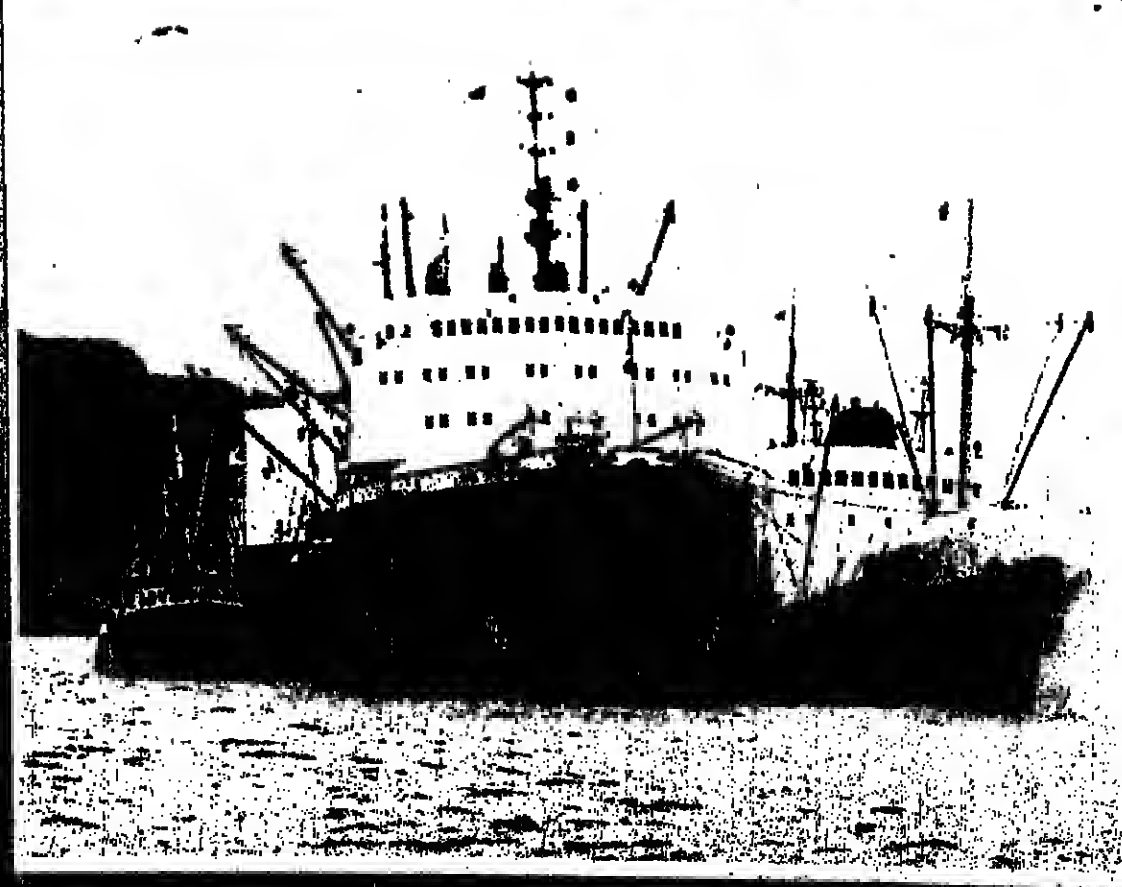
Above: Falmouth's holiday seafront takes on an industrial look as factory ships gather a mile offshore. Below: With her stern ramp well down in the water, Arctic Riever lends off to the Russian factory ship Antarktika.

# Transshipping off Falmouth



Right: A three-way operation as Arctic Riever puts her catch aboard the Russian factory ship Antarktika, which has the carrier Viktor Lyagin alongside. Below: Scottish purser Canvelleria V leaving a Polish factory ship after transshipping her catch.

Bottom left: A perfect sea transshipping as a Scottish purser discharges into a factory ship. Below: The Fleetwood stern trawler Jasinta alongside a Russian factory ship Firwal. Right: A Russian factory ship crowded tight with barrels ready for salting mackerel.



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# SHALLOW WATERS

## Expansion will depend on new markets

THE TWO most valuable species of shellfish taken in south-west England are crabs and scallops. In 1977 crabs held the premier position with a catch of 4,000 tons, valued at over £11m. The main crab ports are in Devon and in 1977 the weight of crabs landed at Plymouth, Salcombe, Brixham and Kingswear (River Dart) represented over half of the catch for the whole of England and Wales.

There is also a major scallop fishery in the area — it started to boom only in 1975 but by 1977 had already topped the £1m. mark. During 1978 the fishery has continued to expand, especially at Plymouth, and it is likely that this year the catch will be worth over £2m.

Plymouth, Newlyn and Brixham are the main scallop ports. At Plymouth this year about 50 boats have landed scallops from fishing grounds around the Edystone Light, off Rame Head and even as far afield as the Scilly Isles and the Wolf Rock grounds.

As the market for scallops has been developed so has the size of the vessels fishing them increased and new offshore grounds have been sought. One productive area found in 1976 is south of the Wolf Rock, beyond Lands End. This offshore ground has been fished by large vessels from Newlyn and Plymouth, which as a result have made substantial catches and high trip grossings.

More recently the discovery of big beds of scallops off the Isles of Scilly has further boosted landings and attracted to Cornwall vessels from other south coast ports and as far afield as the Isle of Man and Scotland.

### Crab stocks worry

Devon and Cornish crabs are renowned for their size, quality and flavour. Despite this, during periods of peak landings in the autumn, glut conditions have sometimes prevailed and catches have remained unsold or have fetched a low price.

It is encouraging that in the last few years markets have improved, partly because of better export outlets, and the situation has become more stable with some increase in crab prices for local fishermen.

There are fears, however, that the south-west crab stocks are being overfished. In the 1980s the fishery was concentrated within 5-8 miles of the coast, although some of the more adventurous fishermen set their gear up to 12 miles offshore. As offshore crab catches declined there was a gradual tendency to set pots further offshore in an

**SHELLFISHING** is a major industry in south-west England and in recent years shellfish landings from this region have exceeded those from all other coastal areas of England and Wales. In 1977 crabs, lobsters, crawfish, scallops and oysters caught in waters around the south-west had a first-sale value of £31½m., representing about one third of the value of all shellfish landed in England and Wales. The 1978 catch is expected to exceed this figure.

The shellfish boats of the large fleet operating from the numerous ports in the area range from small potters, working from coves such as Cadgwith, Coverack and Port Isaac, to the 100 ft. scallop dredgers from Brixham and Newlyn. The fishing grounds extend from Lyme Bay in the east, around Lands End and up the north coast of Cornwall into the Bristol Channel, sometimes as far as 25 miles offshore.

In view of the importance of shellfish in the south-west this article has been written to provide background to the different fisheries in the area and to consider briefly the state of the various stocks.

to meet the costs of bigger and better equipped boats. Grounds 25-40 miles offshore in the middle of the English Channel, are now regular crabbing grounds and potters, some with boats only 35 to 40 ft. in length, work them successfully. There are, however, problems on the grounds off Start Point where pots are often damaged by French trawlers.

The main Devon crab season extends from August to November and catches

during this period are mainly composed of female "hen" crabs. These are large mature crabs with developing or well-developed ovaries ("coral") and are caught on spawning grounds in the deeper water. During these months Devon boats frequently catch one ton of crabs per boat per day and on several occasions boats landed more than two tons a day.

Staff from the Ministry of Agriculture, Fisheries and Food, Fisheries Laboratory,

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After intensive studies, which included tagging experiments to establish growth rates and migration patterns, it has been possible to make a full assessment of the state of this important fishery. There is no question that the rapid expansion in the exploitation of crabs off the south-west coast gives cause for concern. Although catch rates have been fairly stable in recent years it is unlikely that many of the local crab grounds, including those off Start Point, could sustain any further increase in fishing effort.

Tagging experiments have shown that male crabs grow faster than female crabs and that a migration of females occurs mainly in a westerly direction down the English Channel.

The results of this survey indicate that the minimum legal size for crabs in the south-west should be raised substantially and that male crabs should be subject to a larger minimum landing size than female crabs.

### Spider Crabs

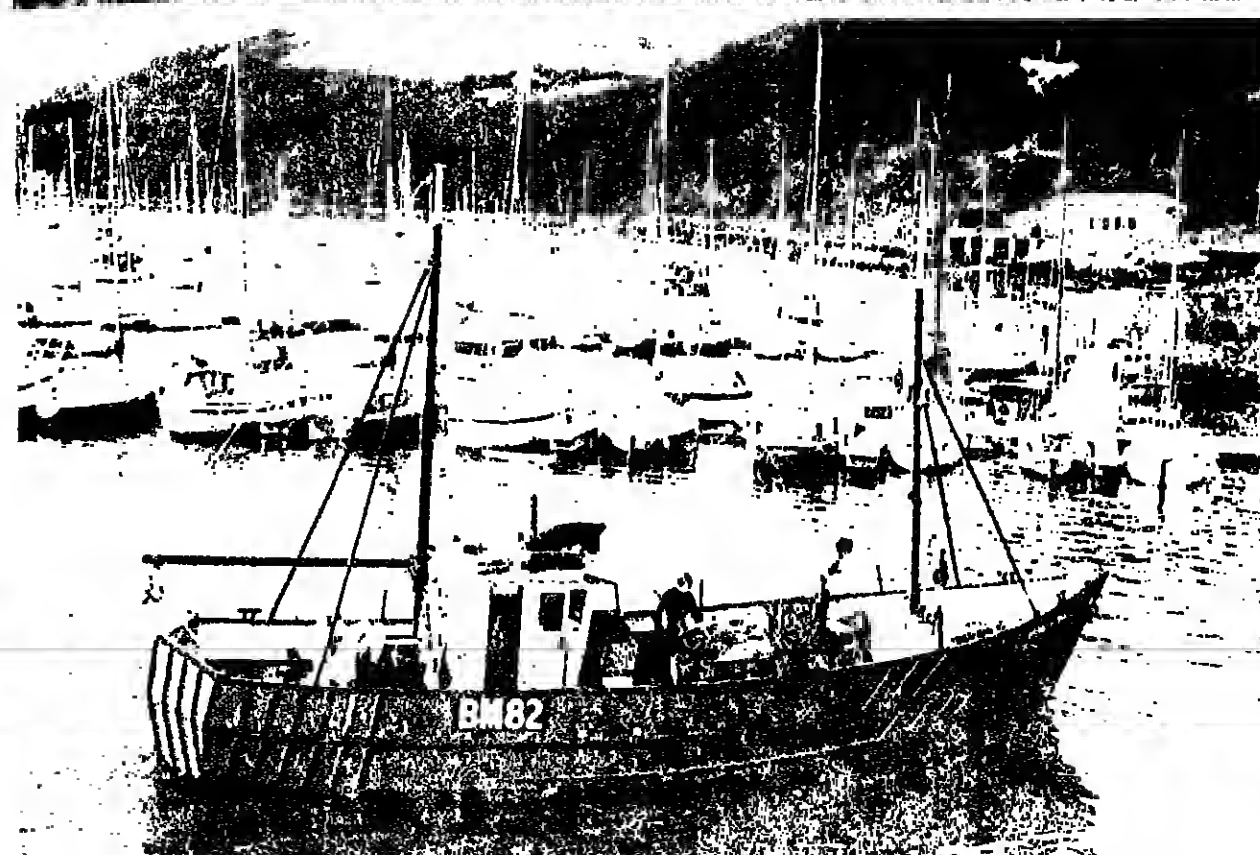
Stocks of the spiny spider crab are very abundant around the coasts of Devon and Cornwall and large catches can be taken during the summer months.

Despite the fact that markets have been located in France and Spain with consequent increase in demand for "spiders" in the area, the full potential of this resource is not yet being fully utilised. There have been considerable transport problems.

Below: one of the specially equipped vivier lorries which transport the shellfish to Spain.

# WATERSOURCES

Article by  
**ERIC EDWARDS,**  
Fisheries Lab.,  
Burnham -  
on - Crouch



The continental market requires that these crabs are exported alive and this can be done only by means of well-boats or specially-equipped vivier trucks fitted with seawater tanks. So far the continental demand has been satisfied by spider crabs caught off the Channel Islands and Devon and Dorset. This means that fishermen in the south-west, particularly Cornwall, cannot find a ready market. However some fishermen at Plymouth and Salcombe have benefited from this new venture and around 50 tons of spiders caught off Devon have been

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An improved marketing situation could alter the picture and spider crabs could become a considerable earner for south-west potters in future years.

### Declining fisheries

Despite the fact that the scallop and crab fisheries are booming, certain shellfisheries in south-west England are not doing so well. Lobster catches have declined steadily in some areas during the past decade and the

fishery is now at a low level.

Fishermen blame the decline on the continuing increase in the number of pots fished for lobsters. Good lobster grounds are not extensive in the region and heavy fishing has reduced stocks on many grounds. Boats of 30 ft. in length now often work up to 400 pots to try to maintain economic catch rates.

The most important lobster grounds are now on the north coast of Cornwall and in recent years good landings have been made at the small ports of Padstow, Port Isaac and Bojocastia, where over half the region's lobster catch is landed.

Even so, lobster stocks here are under pressure following a steady increase in fishing effort.

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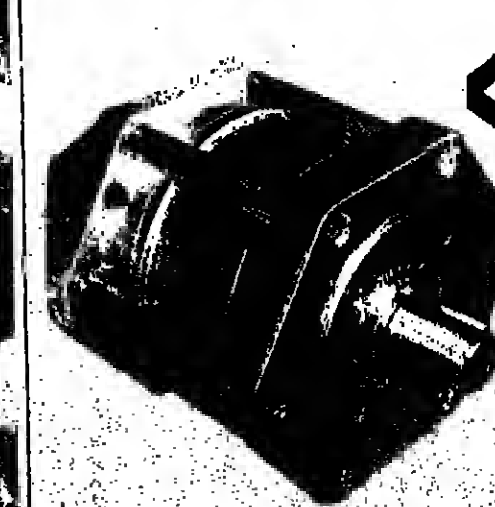
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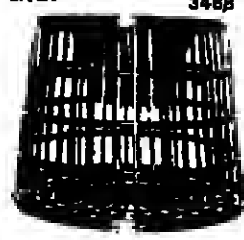
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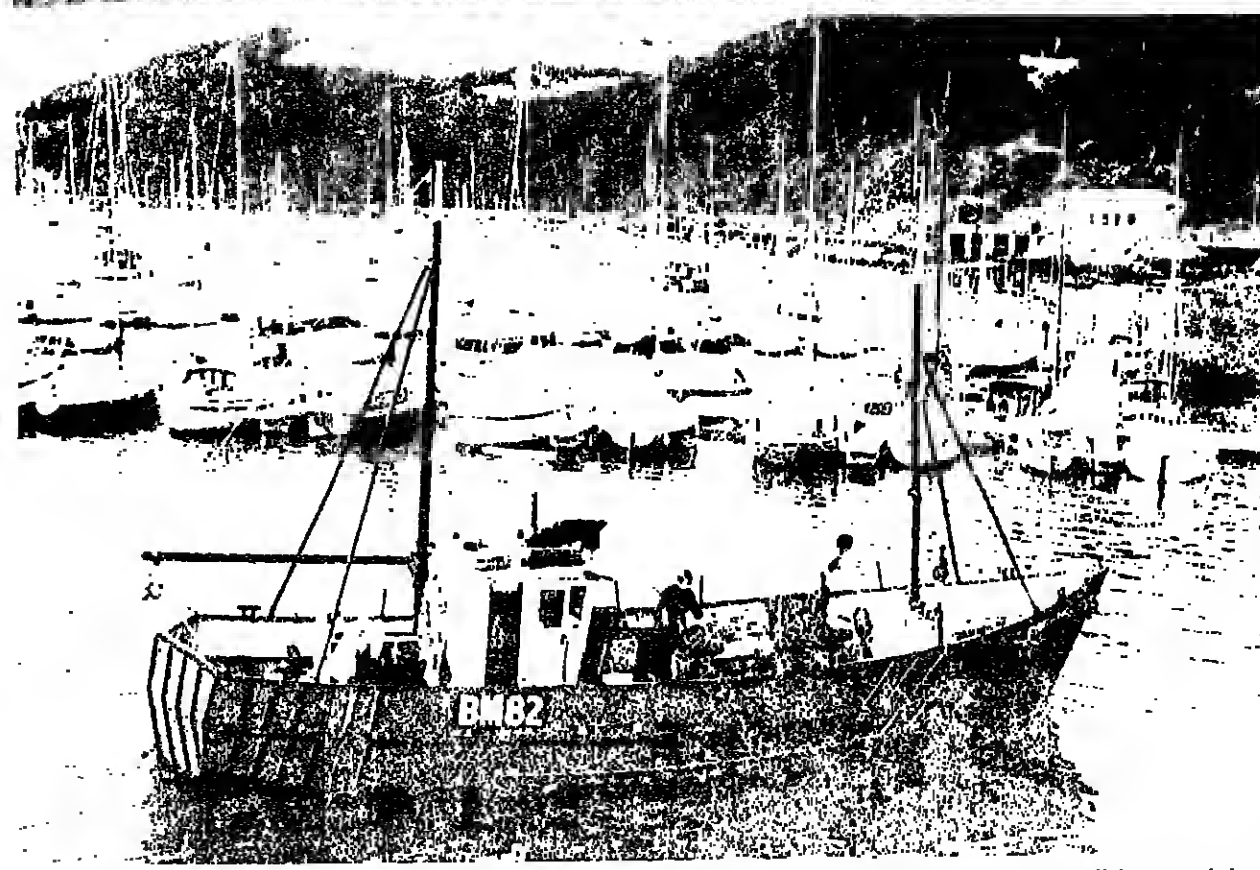
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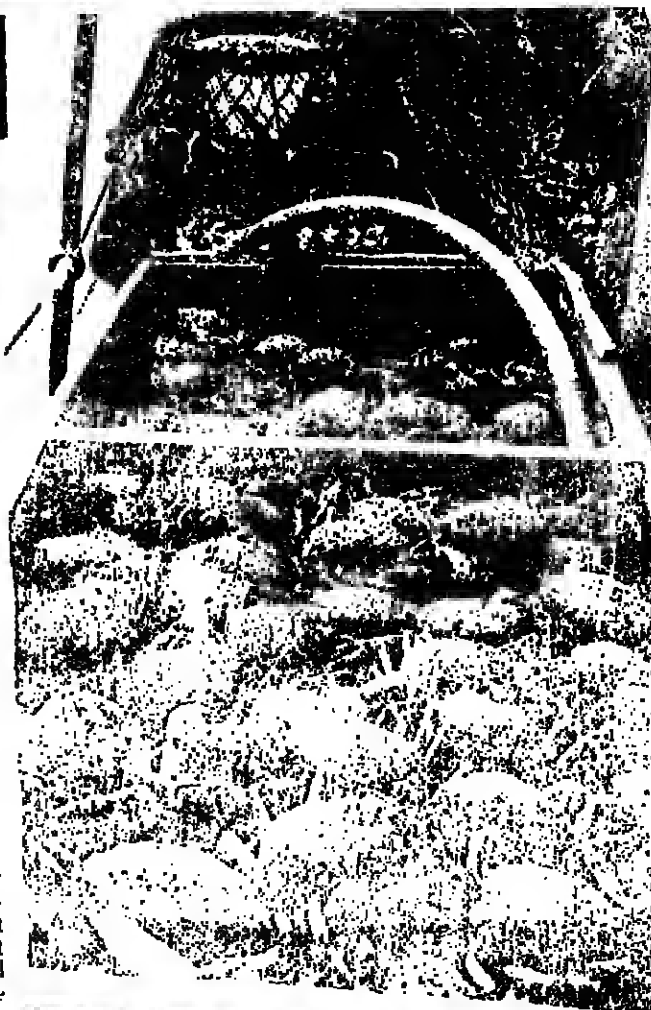
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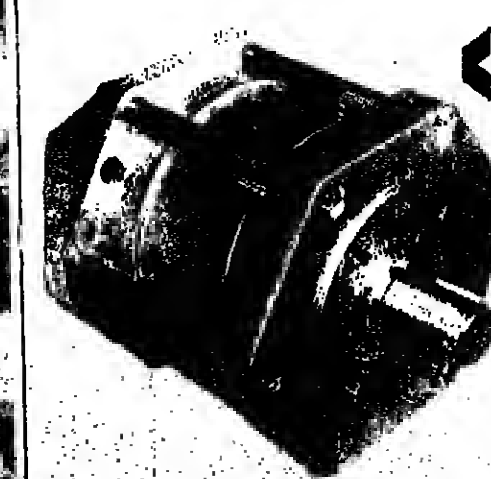
Left: a Devon crabber at Kingswear and (above) a good catch of spider crabs which are abundant around the Devon and Cornwall coasts.

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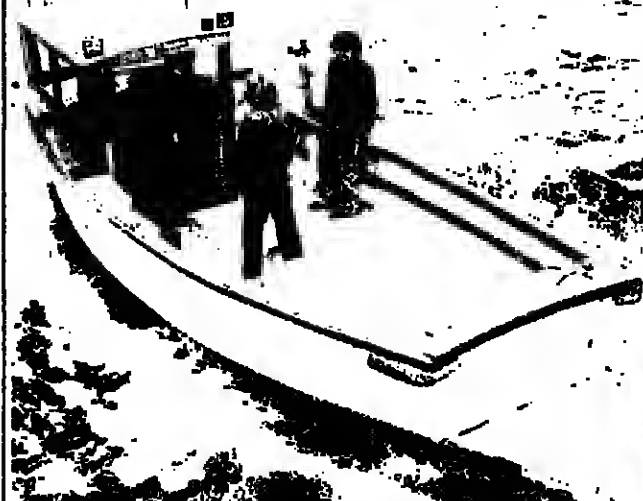
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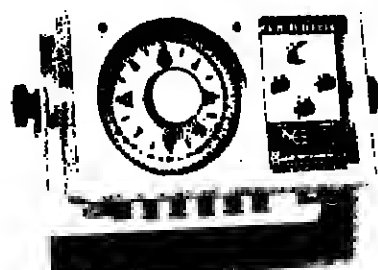
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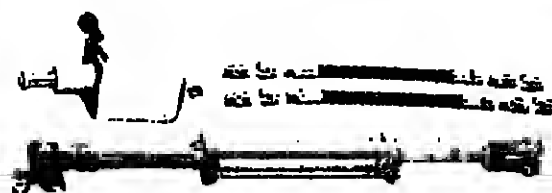
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Above: a large scollup dredger at Plymouth. Below: an ink-well pot being hauled up. They are used to catch the lobsters and crabs of which samples are caught by MAFF divers (bottom).

From page 27

depends upon recruitment from other areas and landings may either rise or fall depending upon the level of migration onto the local fishing grounds.

For years crawfish were taken in pots — either the traditional Cornish ink-well pot or the barrel-shaped French pot. In 1963 professional diving for crawfish started and built up to about 33 divers in 1969. Although their activity was limited to depths of less than 120 ft. their operations caused considerable concern to the pot fishermen who opposed fishing by diving.

Today there are few divers fishing for crawfish off Cornwall; as shallow inshore waters around Cornwall have become so denuded of crawfish that a worthwhile living cannot be made there now either by diver or potter. Most crawfish are now caught in tangle nets and most of the grounds are up to 20 miles offshore.

The main ports are Newlyn, St. Ives and Hayle, and the crawfish are exported alive in France.

Many of the river estuaries in the south-west are suitable for native oyster cultivation

but, due to the lack of supply of seed in the past, few are fully utilised. Since seed oysters have in recent years become available from British commercial hatcheries there has been some interest in reviving oyster culture in areas where oysters have not been grown for many years.

Considerable efforts have been made with growing the Pacific oyster (*Crassostrea gigas*) and where outlets have been developed locally market acceptance has been good.

Natural oyster beds also exist in Cornwall, the main centres being the Truro fishery in the River Fal and the well known Helford River, which produces the delicious Helford oysters.

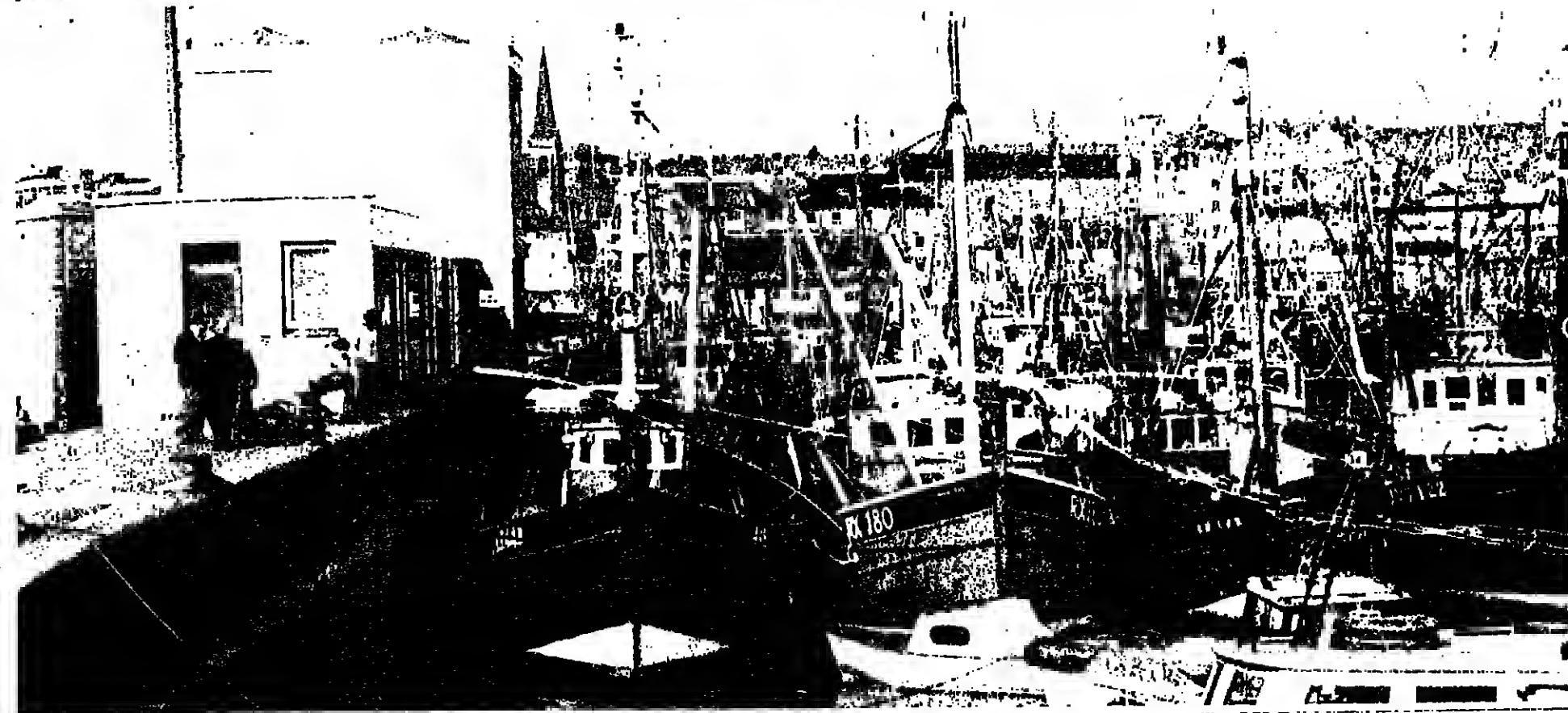
The Truro fishery is a public fishery which is carefully managed by the local district council. Regulations include banning of powered boats for dredging and prohibiting the removal of oysters less than 2½ inches. This fishery is entirely dependent on natural spatfalls and the success of these varies from year to year.

In 1976 a substantial spat-fall occurred which has provided good stocks for the last two seasons. A recent MAFF survey in September 1978 indicated that, following the cold summer, growth of oysters had been poor this year; in addition there had, for the second consecutive year, been no spatfall this summer. Fishermen have been warned that, although stocks at present appear to be plentiful, unless the spawning size is strictly observed catches during the seasons to come could rapidly decline.

## Future prospects

At present the production of shellfish in the south-west is at a high level, what is the future to offer?

It has been stated that, although the Devon catch could remain at a high level for some years, any further increase



Above: many of the shellfish vessels landing at Plymouth, which is a major south-west shellfish port, where they are later packed into large holders (below).



production is unlikely to result in higher yields.

Cornish crab stocks appear abundant but, if the present high demand continues, catch rates on some grounds could fall.

Spider crabs offer considerable scope for development and the large size and excellent quality of this species caught off Devon and Cornwall could ensure a good demand from the Continent.

Before this new opportunity can develop however, extra market outlets are required abroad plus an improvement in transport facilities.

The boom in scallops is expected to continue, although catch rates could decline on some grounds. Even so it is expected that new scallop beds will be located in the western Channel and the future of the fishery seems buoyant.

Lobster and crawfish landings are not expected to rise, but oyster production could be increased, particularly if the trade in Pacific oysters can be expanded.

Marketing holds the key to the future of the south-west shellfisheries. Local merchants are already realising that there is a considerable demand for Devon and Cornwall shellfish on the Continent and elsewhere.

The opening of the Plymouth to Roscoff ferry has opened a new way to the Continent which allows high quality shellfish to be transported rapidly to a population which appreciates and is willing to pay high prices for its gourmet foods.

Below: a close-up of the spider crab — It can offer so much potential for south-west fishermen.



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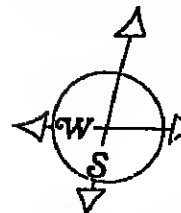
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WHEN A boat is right for the job except for being too small the obvious answer is to build a bigger version.

This is how the 38ft. fast potting dory *Francis Kate* came to be built earlier this year to fish the Lundy Island grounds off the north Devon coast.

She is a twin-engine planing boat capable of over 25 knots with a draft of just 1ft. 6in.

The boat is specially designed for potting and has many advantages for the job — speed, stability and high carrying capacity, combined with the ability to work from a harbour that dries out. This is the key to her success fishing the Lundy grounds from Port Isaac since her launch last May.

### Pressed

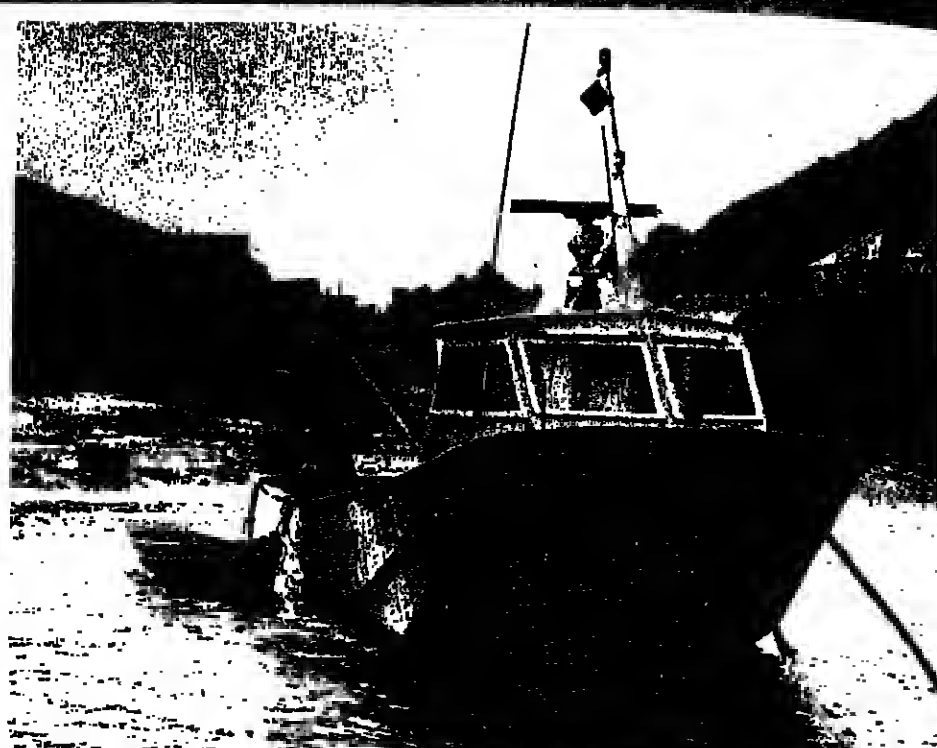
She is owned by local brothers Jack and Peter Rowe and was built in a barn. The glassfibre boat took her builder Rod Baker nine months to complete, single-handed, including the design work.

The idea for the boat came from Jack Rowe while he was operating a Dell Quay 17ft. 6in. dory from Port Isaac. He pressed the boat hard for many seasons, but according to Rod Baker the floor kept collapsing and the craft just wasn't big enough for the job.

Even when a Q22 dory came to the area and proved a success because of her range and low operating costs, Jack Rowe thought this was not the complete answer. So he decided to go the whole way and have a 38-footer built and went into partnership with his brother, Peter, who was then a part-time fisherman, news-agent and harbour master.

They approached Rod Baker, who had repaired the dory, to build the boat and he completed the design to their requirements. Two weeks after initial talks the design

Below: the builder and owners of *Francis Kate*. Left to right are: Jack Rowe, Rod Baker and Peter Rowe.



The fast potter *Francis Kate* has a main bow section like a conventional displacement hull but built at planing speed. She cruises to the grounds at 18 knots.

## — Port Isaac potter shoots at 12 knots

came off the drawing board and, said Rod Baker, few changes were made.

*Francis Kate* has been designed with a large bow section to prevent her burying her head when going down a wave in following seas.

Since May she has been in waves "as big as houses", her owners say, and the hull form acts like an inassive surf board — zooming her down waves at up to 40 knots.

The boat "skips" over the top of 3ft. waves and cruises at 3,000 rpm, which is 18 knots, leaving a lot of revs in hand so as to give her twin Volvo engines a long life.

She planes with a full load of pots aboard, yet acts like a conventional boat at slow speeds and can still manage 12 knots in hefty seas, according to her skipper.

"She is an excellent sea boat, with more of a move-

ment than a roll — a stable working platform," Skipper Rowe told *Fishing News*. He didn't feel it was a gamble to build this type of boat.

### Barn

There were no problems in building a long dory, but Rod Baker did not have a suitable shed. So he used a barn owned by a friend, David Phelps, and soon work got underway.

C-Flex, the patented American-made flexible plank, was used to mould the 14ft. beam by 18in. deep hull as only a wooden framework is needed instead of an expensive mould. It also allows hull shapes to be followed fairly easily. C-Flex comes in strips 1ft. wide and 200ft. long. The hull form was then built up using wooden ribs and the 'planks' stapled on.

This structure was reinforced with Fab Mat, a high-

performance woven roving cloth which combines strength with light weight — a critical factor when building fast boats. The woodwork was then taken away.

Transverse bulkheads are built in to the hull every 4ft. from stern to bow, with inspection hatches cut in each one just big enough to crawl through. Buoyancy tanks are also built into the hull below deck for the full length of the sides.

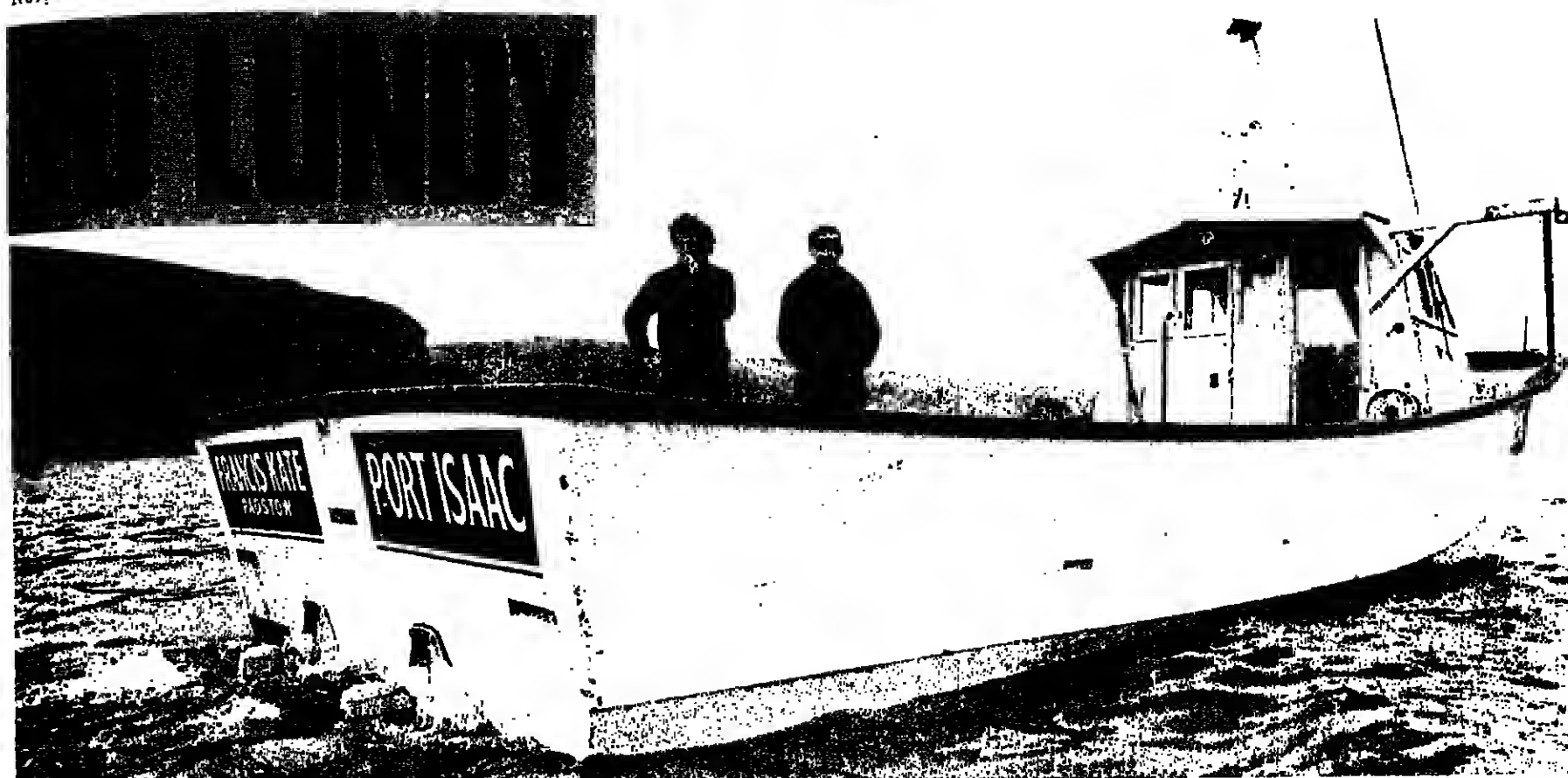
The fuel tanks are constructed of GRP and they were built into the hull before the deck was fitted. The 10in. marine ply deck is sealed with 6oz./ft<sup>2</sup> woven cloth and given a non-slip finish.

One interesting feature of the hull is that no holes were drilled during construction. Bilge pumps discharge

Continued on page 40



November 17, 1978



Top: *Francis Kate* off the coast at Port Isaac, her home port which is a dry harbour. The two outdrives for the Volvo main engines are seen aft.

Above: the boat was built in this barn, so Rod Baker didn't have a shed large enough.

Right: her one-tonne Hydrolava pot hauler is a real winner.

Below: controls in her wheelhouse.



FISHING NEWS

81



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### 86 foot Stern Trawler

26'-8" Beam x 12'-3" deep.

Engine situated forward or aft up to 1000 B.H.P. with C.P. propeller and nozzle. Fishroom lined with G.R.P. up to 145 cu. m. In addition there are three sea water tanks fitted amidships up to 70 cu. m. Accommodation in forward shelter deck for up to 9.

### 118 foot Shelter Deck type Trawler

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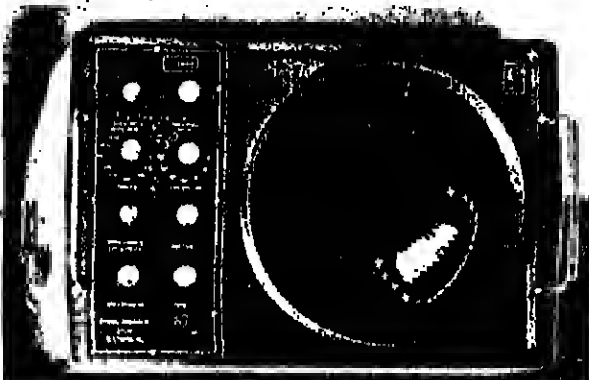
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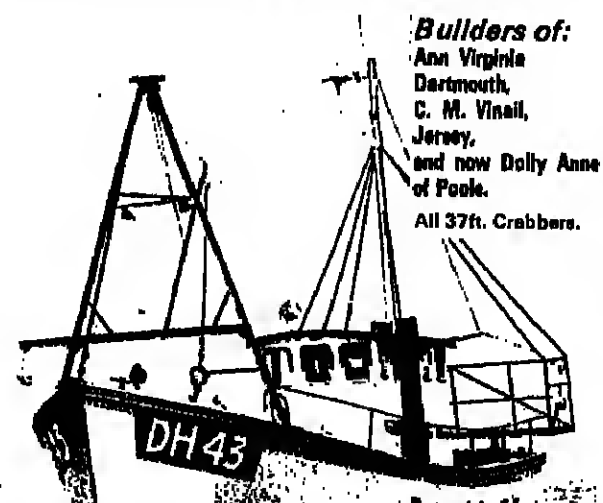
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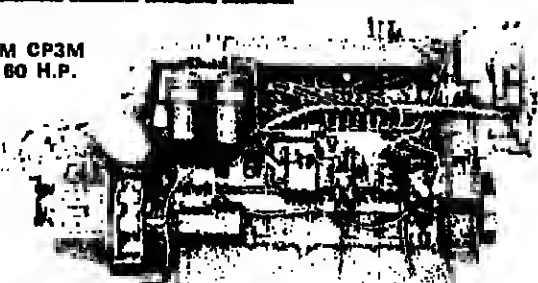
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# BRIXHAM

## —the cradle of trawling

**TOM WOOD looks back to the days when the Brixham fleet sparked off a trawling revolution along the east and west coasts of England.**

FOR generations the main English trawling industry has undergone a kind of anticlockwise movement of men and vessels around the coast—a strange process of prosperity usually followed by obscurity during which most of the major centres of their time have been shifted from the West Country along the Channel to the east coast.

From Penzance to Portsmouth and Brighton to Broadstairs, quays and creeks lie idle with only the occasional reminder of heyday long past, and to suggest that Barking on the Thames was once the headquarters of the largest fleet of sailing trawlers in the world—as indeed it was—sounds preposterous. Today the wheel has turned full circle.

The decline in deep-sea trawling from all the east coast ports has generated a whole new industry based on the winter mackerel fishing off the Westcountry shores, and the modern fleets of vessels taking part have now returned to what was almost certainly the very cradle of the British trawling industry.

This, then, is a backward look at those pioneering days of the trawling industry, well over a century ago, when a few stout-hearted Devonshire men, mostly from Brixham, first added to the trawl to set sail in their tiny wooden

sailing trawlers for fresh grounds and waters anew. They were faltering steps at first, but eventually they blazed a trail into the North Sea and it was largely through their efforts that important trawling ports such as Grimsby, Hull and Lowestoft gained world-wide recognition.

### Origins

The exact history of trawling is lost in the mists of antiquity and the first episodes must be qualified with probability. Its origins appear to be completely unknown, but if they were true to tradition primitive trawls were brought to these shores by Roman centurians. The other trawl, with its kite-like trawl doors, was not invented until the mid 1890's and was never successfully applied to sailing trawlers and it was the unwieldy beam trawl on which the story is based.

There are few records to indicate when the beam was first added to the trawl to keep the mouth open. In 1376

a crude beam called a "Wondyrehoun" was the subject of a Commons petition from Essex fishermen to Edward III.

From its description it evidently caused quite a stir: "By which instrument the fishermen take such quantities of small fish that they do not know what to do with them, and that they feed and fat their pigs with them, to the great damage of the common of the realm and the destruction of the fisheries and they pray in remedy."

What action the Commissioners took is anyone's guess, but the trawl was recorded as being three fathoms long and "ten men's feet" wide and fixed to a beam ten feet long raised off the sea bed with frames at either end "like a colerake." This gear, with meshes "two thumbs" wide, almost certainly fell into disuse. To drag such equipment over the smoothest of grounds called for a technology in boat building and sail rigging which these medieval fishermen, quite frankly, did not possess.

Brixham crews ashore at Tenby beside a typical fishing cottages. These were rented by Brixham fishermen as they moved up the coast.

Reproduced by the National Maritime Museum.



Drift nets and the seine, together with the basic hand line were to dominate events, such as they were, for the next 400 years. Nevertheless, here and there, beam trawls kept cropping up, usually in conflict with authority.

Early drawings of trawl nets, head irons and beams appeared on State papers of the early Stuart kings and efforts by Charles I to ban the "trawl net" did not deter the Barking fishermen and supplies of turbot and sole for the London markets never seemed to falter.

In 1760 a pair of stimp head irons, or "troyheads", weighed a reported 132 lb and, with a 4 1/2 inch warp, the Barking men were probably using a beam about 20 feet long. Nor were the Brixham men inactive and in 1526 they were bringing up such large objects from the floor of Torbay that they were almost certainly using the beam trawl. Clearly they were, a century later, when Brixham caught soles were on sale in Exeter at a shilling a pair.

### Credit

Adoption of the fore-and-aft sloop rig used by the Dutch, in the seventeenth and eighteenth centuries, provided much needed extra speed and once mastered the beam trawl no longer presented any real logistic difficulties. By the mid 1700's there is ample evidence of its wide acceptance by both the Devonshire fishermen working in the Channel and the Barking men off the Thames estuary. Both centres have laid claims as the first to successfully use beam trawls, but this consensus of opinion among historians is to credit its widespread use to the Devonshire port somewhere around 1750.

What makes Brixham unique is that unbroken record of being a fishing port of standing, outside the needs for local sustenance, from the Norman conquest and possibly for centuries before. By 1200 Brixham fishermen were supplying large quantities of fish to religious organisations in the locality and before 1300 their dry herring luggers had already sailed off the Channel and were active in the annual Yarmouth Herring Fair as well as working off the south-west for herring which they dried.

**Pirates**  
These hazardous trips ended in 1761 for the small open boats often fell prey to pirates and this is a further pointer to the acceptance of the beam trawler supplying prime fish to the wealthy markets at Bath, Bristol and Exeter. In 1588 the captured Spanish Armada galleon *Nostra Señora Del Rosario* was entrusted to a group of eight Brixham fishing vessels which towed the prize from Torbay to Dartmouth, and when William of Orange arrived off Brixham in 1688 history relates, somewhat shakily, that it was Peter Varwell, a local fisherman, who carried "Dutch William" ashore.

Be that as it may William is supposed to have dined at

Ketch-rigged trawlers in Brixham harbour around 1806. In the foreground is *Raven* owned by Robert Alward and built at Brixham in 1804.



Reproduced by the National Maritime Museum.

Backthorn (usually dried whiting), and although this is probably inaccurate it highlights the venturesome nature of Brixham men who had already settled in Newfoundland and Labrador and were trading dried fish in a triangular trading arrangement with Africa and the Mediterranean for general cargoes and fruit.

Additionally there was also a thriving pilchard fishery and in 1535 the fish tithe for Brixham (£41) was greater than those of all the other Devonshire ports combined.

In 1785 over 400 fishermen manned 76 decked trawlers working from Brixham. These bluff, stout little wooden craft, sloop rigged fore-and-aft with a single mast and invariably no larger than 35 or 40 ft. overall with dark red head sails, ranged up and down the Channel ever probing new territory.

### Markets

Favourite grounds were to be found off Varne, opposite Hastings and on the Ridge Banks in the Channel where turbot and soles abounded. They extended their markets to London by running into Portsmouth. Here the fish was "posted" by special horse vans, called trawl carts, and rushed at speed along the 72 miles of turnpike roads to the capital. The journey usually took about 12 hours and involved upwards of 10 changes and 40 to 50 different horses to get the van up.

To the west, Brixham trawlers worked northwards off the Skerries and in the Bristol Channel. In those days, and indeed well into the twentieth century, fish were divided into "prime" and "off-fal". The former included soles, turbot, halibut and brill and through much of the nineteenth century these were the only saleable fish apart from cod and a few plaice.

It is indeed a sobering thought that many millions of tons of "off-fal", including much cod and plaice together with all haddock (no quotes in those days) were shovelled back to rot into the seas from whence they came.

Eventually this practice ceased with better inland communications and the use of the well-vessel, bringing its cod and plaice back to port alive, created the beginnings of the vigorous market for these fish we have today.

By 1870 Brixham trawlers had begun to explore the North Sea and were off the

coast of Yorkshires. But the Napoleonic wars, at the end of the century, curtailed further exploration and numbers of Brixham trawlers which ventured far from home were captured by the French and their crews imprisoned, often suffering terrible deprivations.

Many sloops doubled up their crews to eight men, but they were still no match for an armed French privateer and fishing generally was restricted to the Brixham grounds by Start Point and off Berry Head.

In the summer a few vessels went west to work out of Tenby and Duhlin.

By 1800, with the trawlers confined to the local grounds, Brixham had the finest fish market south of London. As the war dragged on the grounds were overfished and it was only the shortage of fish which kept the markets competitive. When peace was restored in 1815, fish were once more brought in from further afield and the markets collapsed.

With their eyes firmly fixed on the hungry London markets the Brixham trawlers moved up Channel again. In 1812 six sloops had stolen up to Dover and did well on the Varne and in Rye Bay in the Autumn, but the harbour facilities there were very poor and by 1820 the autumn boats were on the move again.

This time it was Ramsgate with its fine harbour, still under construction then, which became their new headquarters. It was also building up a reputation as a watering place for the gentry and so presented a ready market.

### Exploration

Ramsgate was one of the first ports where the Brixham fishermen settled on a permanent basis and it was the ideal springboard for exploration in the North Sea.

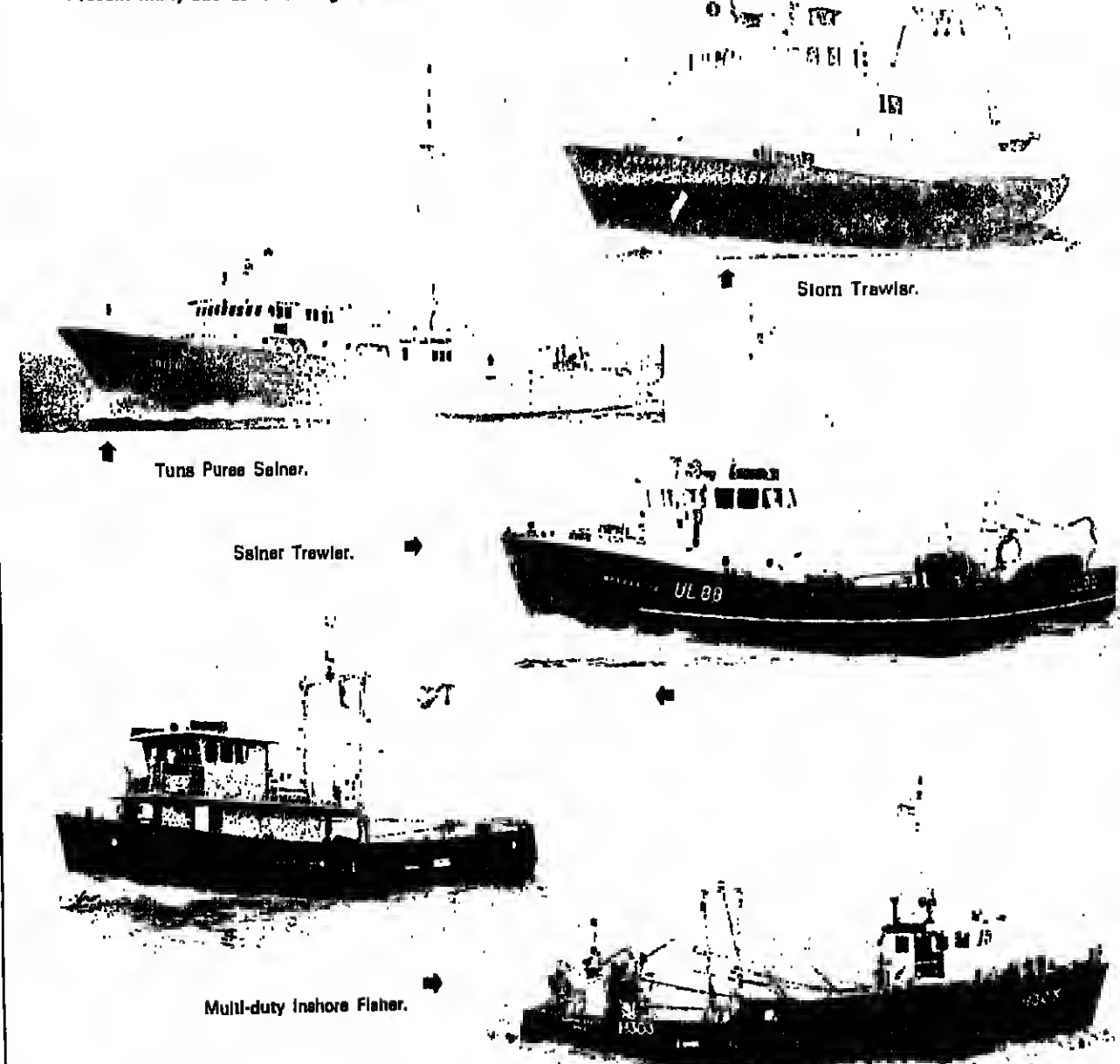
By 1822 they were off the Yorkshire coast again and by 1833 had dragged their beams as far as Aberdeen. The Scots, with their loathing of the trawl, gave them short shrift when they tried to sell their fish and it is questionable if they ever ventured so far north again.

The cod's head and mackerel tail design of sloop (all Brixham trawlers, irrespective of rig, were colloquially termed 'sloop') was still very popular and it

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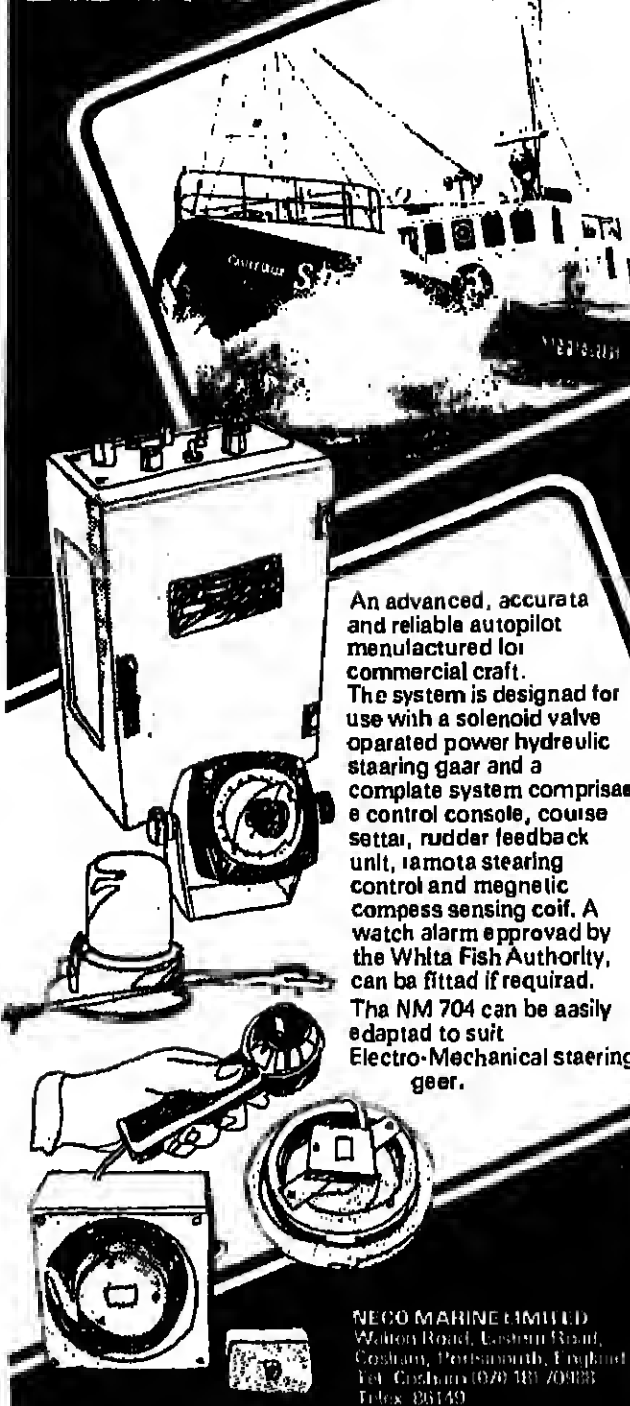
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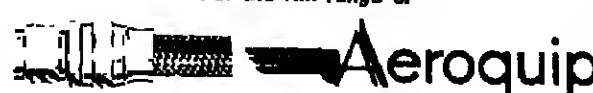


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From page 33

was unusual to find a Brixham smack not cutter-rigged with two head sails, a topsail and sometimes a fidded topmast giving the lofty rig which was such a characteristic of Brixham trawlers.

These annual migrations to ports like Ramsgate involved families and household goods, with the skippers taking over rented accommodation ashore for their families. Because of the problems of getting fish back to port in a saleable condition during the hot summer, especially if they were working in and out of Billingsgate, these annual migrations took place through the winter with the trawlers leaving Brixham in October and returning the following May.

### Prime

The Brixham men discovered excellent turbot and brill fishing on the Sandettie, or New Bank, the Falls and New Foreland grounds in October and November and often took as many as 300 fish on one tide. The markets for prime fish were very reliable with turbot, sometimes as large as 16 lbs, making £3 to £3.10s per score at London. Offal still proved difficult to sell. In 1825 plover (still closed as offal) "fresh and good" made only five shillings "the hundred of 6 score" and often could not be sold at all for want of buyers and transport inland, even to the hungry mouths of London's east end. Alward tells us that finally the French came to the rescue and their carriers from Boulogne and Dunkirk bought up the surplus "which greatly improved the fishermen's conditions."

Brixham trawlers at Hull around 1890. In the foreground *Judith* and *Mary Ann* have their bowsprit rigged to ease congestion in the harbour. Behind the jetty is the steam tug used for towing out the trawlers.

Reproduced by the National Maritime Museum.

Ramsgate received its first permanent settlement of Brixham trawlermen in the 1820's. Fishing on their traditional Channel grounds was on the wane — so much so that an inquiry into the decline of the Channel fisheries was set up in 1833 — and pioneers like the Gidley Knott, Toozes, Vivian, Moxey, Bates, Fellowes, Brusey, Whiteway and Putt families probably settled, albeit temporarily in Kent.

This nucleus of Devonshire men continued to be reinforced by their migratory brothers and by 1830 at least 70 Brixham sloops were fishing through the winter months from Ramsgate. In the summer the highly fashionable port of Scarborough offered ready markets for soles and turbot and did the wealthy merchants at Hull.

In general the Brixham trawlerman was hardy, thrifty types, many God-fearing men who would never fish on Sunday, and they were as hard and rugged as the cliffs along the Devonshire coast. They had a reputation as fine seamen who preferred working in a bit of a "blow" to more moderate conditions.

The heavy oak hulls of their vessels were very deceptive and gave only the vaguest hint of the fine lines, characterised by a gnu sheer forward and spring aft, which made them such speed merchants in the endless struggle to get their fish to market at its best.

They were fine sea boats and it was very much the exception rather than the rule for a smack to founder through foul weather, but the story of the Devonshire smackbuilders is one which must wait for another time.

However mention must be made of such renowned Brixham builders as J. W. & A. Upham, John & Daniel Dawdney, W. Furness and William Osborne who churned out scores of magnificent vessels, many to the order of other

ports, well into the twentieth century.

The trawlerman's worst enemy was the sudden gale. In those days getting in the 30 ft. beam trawl without any mechanical aids at all could take up to three hours non-stop work by the 4 or 5-man crew.

It was tedious, crude and primitive business using a horizontal winch fixed in the bows — Brixham craft always carried their beam on the port side and worked the warp out over a stem roller — rather like winding string on to a pencil on a massive scale.

The arrival of the mechanical capstan in the 1880's and the steam powered

### 'Their worst enemy was sudden gales — it was a tedious, crude business'

capstan a decade later sped up the process to a half-hour at the outside. The manilla warps could run up to 8 in. in diameter and were well over one hundred fathoms in length.

The extension of the Devonshire fishing effort into the North Sea, "where most soles died of old age" could have caused trouble with the Barking fishermen, especially as hitherto the London markets, apart from the odd Dutchman, had been very much in their pockets, but when they did meet it was always in a very amicable manner.

In 1833 over 133 trawlers, manned by 900 men and boys, working from Barking in vessels ranging from 40 to 60 tons and averaging 50 feet in length. Many of the

smacks were well vessels which worked off the Norfolk and Lincolnshire coasts during the winter on month-long trips, often landing live fish at Harwich, or Yarmouth for "posting" to Billingsgate.

In the summer these Thames fishermen worked the estuary grounds off Margate and especially Sale Bay, just north of the mouth. Gradually these grounds yielded less and the Barking men began pushing east along the coast of Belgium to the Hook of Holland.

Before 1830 the Devonshire trawlermen never ventured east of the Galloper, but shortly after this date a chance voyage discovered the Eastern Deep, where soles lay in such quantity that hauls had to be limited to three hours, lest the weight of fish burst the net. Both Brixham and Barking smacks were now working right up to their fullest limits and any sort of adverse weather on the return trip frequently meant the catch had to be dumped.

Largely through the efforts of Samuel Hewitt, the Barking vessels began a system of pooling their daily catches and sending off one or two vessels in rotation to Billingsgate.

By 1840 specially swift cutters had been introduced to ferry supplies of food and fresh water out and fish back so that it reached London in the choicest condition. This was the birth of "fleeting" with smacks at sea for six to eight weeks.

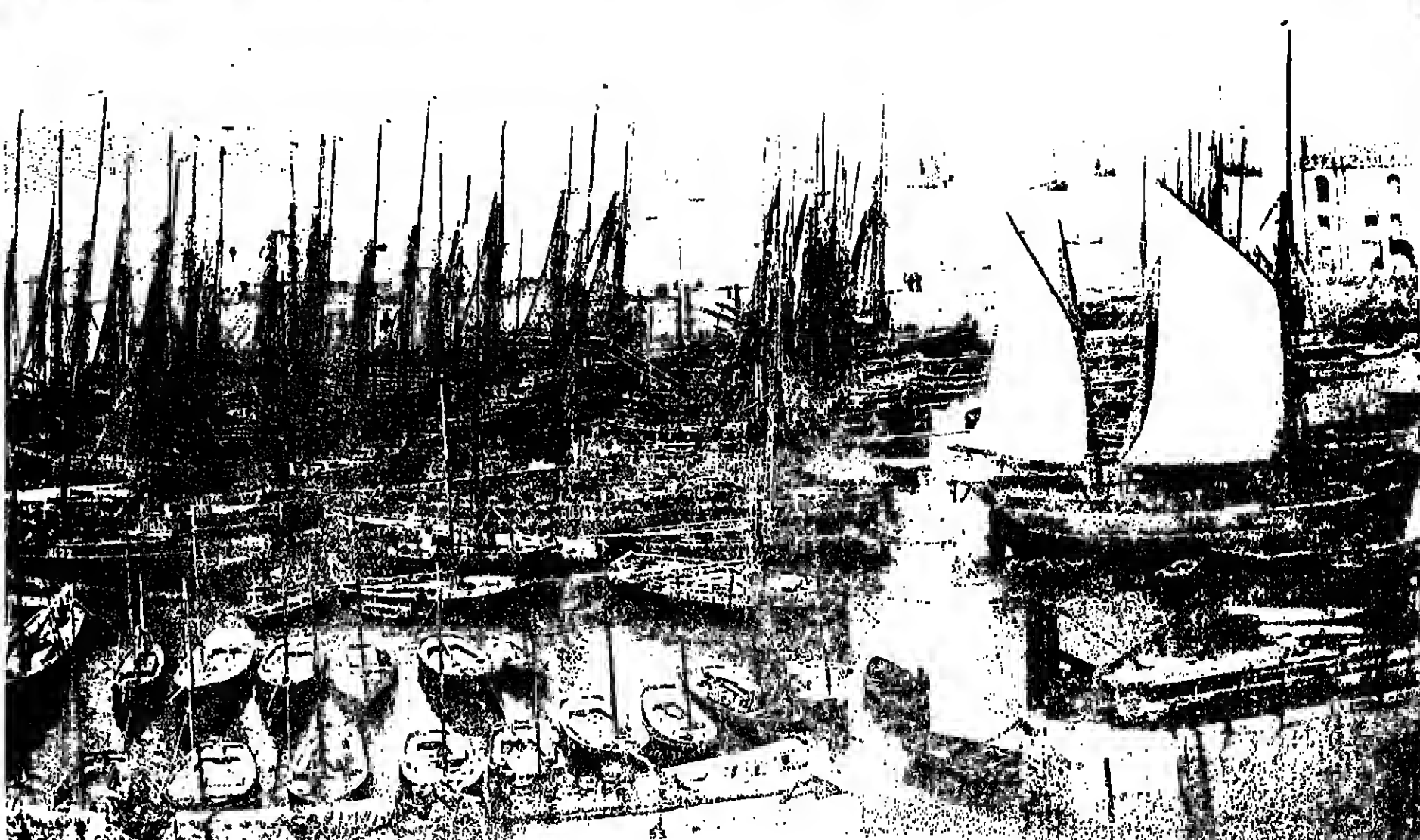
### Fixed

The Thames trawlermen were paid on a fixed wage system, but the Devon men always worked on a share system and thus "fleeting" did not readily appeal to them. In its heyday Barking boasted fleets belonging to Morgan, Reed, Forge, Leves, Shuckford and the famous Hewitt's "Short Blue," which rarely ventured north of latitude 52°.

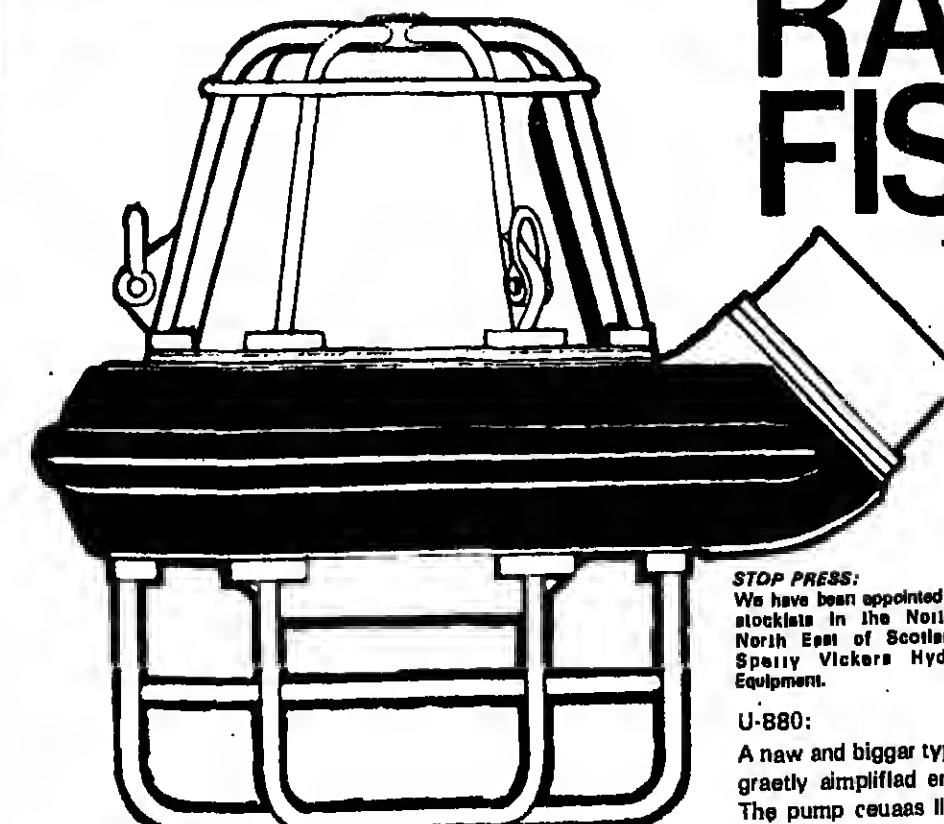
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Brixham trawlers smack-rigged at Tenby, on the Welsh coast, around 1870. Mumbles oyster skiffs in the foreground. The deserted boats suggest a weekend break when crews take a steam to Ilfracombe and then a train home to Brixham.

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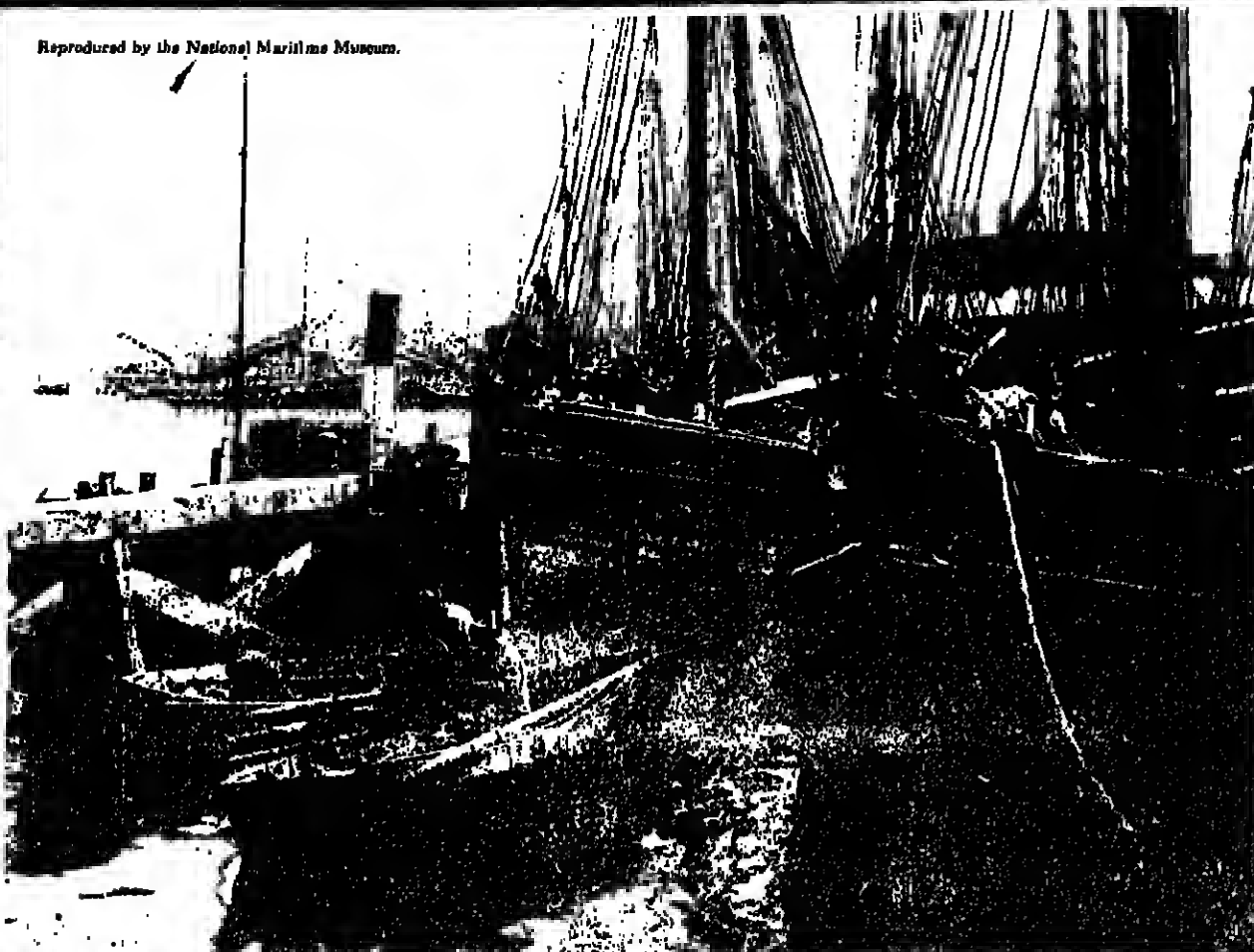
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# BRIXHAM

Left: Brixham smacks beached for hull inspection around 1880. In the background is *Thistle* (DH 238) and in the foreground *Vulture* (DH 270).

From page 35

In 1844 the resourceful Samuel Hewitt introduced ice as a preservative and this gave the old fleets even more range. It was natural ice produced by flooding the Essex marshes in winter and stored in specially built ice houses in sufficient quantity to last from one winter to the next.

Meantime the Brixham fishermen maintained their annual migrations northwards into the North Sea. Before them lay thousands of square miles of uncharted seas, including some of the finest fishing grounds around our shores. They navigated by the sun and stars and by the use of the old lead line and tallow.

## Primitive

When the gear was down it was not unusual for a skipper to grip the warp with his teeth as the most reliable guide to the quantity of fish in his net. With such primitive "equipment" they could find their way around without charts, and in many cases when the first chart of the North Sea was produced in 1847 it was lost on many a skipper as most could neither read nor write.

In the 1830's and 1840's a summer fishery was established off the Yorkshire coast based on Hull and Scarborough. Some tremendous catches were made as the smacks worked over virgin grounds culminating, accidentally, in the discovery of the Silver Pits. It was the fine which triggered off the massive development of major centres like Hull and Grimsby.

Unfortunately there are several different versions of the actual discovery and priority to this claim has been made by at least four different skippers, all save one Brixham men.

The most feasible is the account credited to William Sudds in his 29-ton Brixham-hullt smack *Betsy*.

Sudds apparently got caught late on in 1843 by a gale some 40 miles to sea. He had been fishing with three other Brixham vessels when the north-westerly gale caught them and with his gear out he hove-to to ride it out. Unable to lift his gear until the weather fared away Sudds found the trawl had been torn away save for a narrow strip of net along the beam where many fine soles were tangled.

Sudds reasoned he had been blown across a ground where these fine fish lay in abundance. By skilful use of the lead line and by making allowances for the buffeting *Betsy* had taken Sudds persistence paid off and he found the Silver Pits.

There, myriads of fine soles had been driven by the cold into the deep water and when the trawl was hauled it yielded up 2,040 pairs of good soles; "a pair weighing 124 lbs." Once the secret was out it could not be contained and each successive winter brought more and more vessels up from Brixham and Ramsgate.

It was very productive fishing, especially in cold weather, or "Fit Seasons" as they were called. Gradually the Devonshire men began to settle permanently at Scarborough and Hull, and later Grimsby too.

Among the first at Scarborough was William Toby in the cutter *Blizo*, the Alward

brother (William and Robert) with *Rover*, *Seagull* and *Ranger*. In 1851 and James Westcott, Charles Shepherd, Robert Craveo and William Laselett.

At Hull, more than a thousand Devonshire men were supposed to have moved in within seven years of the discovery, including John Laverence Cook with the 46-footer *Peterel* and Sir George Seymour, a 54-footer built especially for the demanding North Sea and large by 1850's standards. Thomas Gray followed in *Blessing* and also among the first were Robert Hellyer and his son Charles with the smack *Annie*.

Ever since Hellyers and Hull have been synonymous with fishing and the old original houseflag, a white "H" on a blue ground, still graces many modern vessels and can be seen on some of the giant freezer trawlers presently working the south-west mackerel.

The sudden appearance of so many smacks at Hull was not fully appreciated by the authorities and landing arrangements were, to say the least, spartan.

In 1857 a group of smackowners planned to put 20 smacks into fleets served by steam carriers capable of landing fish at Hull only eight hours after it had been caught on the Dogger. The introduction of ice in 1859 at Hull put paid to this idea as the owners feared the heat from the engines would melt the ice and ruin the fish.

## Cutters

Later as "fleeting" was adopted at Hull, steam cutters were introduced and worked successfully with the "Red Cross" fleet before the steam trawler ousted the sailing smack. Old fleets to use steam cutters to service their smacks were the Grimsby's *Company* and Hewitt's "Short Blue".

Steam fleeting with steam carriers working to fleets of steam trawlers, continued from Hull until 1936. It is not an easy task to be precise about the numbers of sailing trawlers which were permanently based in the early days at Hull and elsewhere.

In 1854, despite the large numbers of fishermen who had moved north, there were only 30 Hull registered smacks. Many Ramsgate and Brixham owners continued to carry their old port registration letters and numbers and did not re-register at Hull for several years and they obviously availed the numbers.

Throughout the entire 19th century Brixham fishing vessels all carried the port registry letters of DH (for Dartmouth) until 1902 when BM for Brixham was formally introduced. This was a curious state of affairs for Brixham continued to flourish and it was not until the late 1860's that the North Sea trawling parent port in-atripped their parent port numbers of registered vessels.

Similarly the Barking fleet sported fishing numbers with the prefix LO (for London) but by 1890 the main Barking "fleets" had established a base at Gorleston in Norfolk and were running fish up the Thames so that many of their smacks were registered at Yarmouth.

Barking ceased to exist as a sort of major role in the North Sea fisheries after 1899 when the last smack left.

Thames. Two years later a series explosion in the "Short Blue" engineering works brought about the final closure.

Problems at Scarborough, where the local line and drift fishermen did not always see eye-to-eye with the Devonshire families returned to their home ports for fresh tonnage, but with each rapid expansion not only on the Humber, but at ports like Lowestoft, Yarmouth and Scarborough, amackbuilding became very lucrative and yards sprang up in all sorts of odd places.

This was the romantic side of the industry, going from strength to strength behind a veneer of universal prosperity. True enough prosperity did abound and so too did misery, peril and remorseless toll of human lives.

Even at its best the accommodation on a smack was bed, with one tiny cabin where 3 men and 2 boys, cooked, ate and slept. Many smacks were verminous and there were no sanitary arrangements whatsoever.

The novel was that the men and boys could be found to take on such work, often leaving weeks on end. To man fleets which grew so fast the notorious apprenticesystem was introduced by which legions of lads, invariably the very poorest from institutions, were sentenced to the Dogger and there to perish or become men and heroes.

## Suffering

Those who survived and remained did at least get injured to suffering and hardship and provided the finest race of seafarers in the world.

Only a handful of lads ended up as owners and Grimsby and Hull became notorious for the pitiless stream of youngsters who "jumped ship" and ended up in prison with only the prospect of a resumption of duties back at sea which many grown men could hardly stand.

Fortune favoured the led bound to a kindly skipper as most were fearless men and herash taskmasters. Many, too, were known to have less endearing qualities and that terrible phrase "lost at sea" undoubtedly covered a multitude of sins.

Ashore there were any amount of "distractions" geared to relieve fishermen of their hard-earned money. Whole fortunes slipped through promising hands and history repeats the man who discovered the Silver Pits and founded the east coast fishing trade died in a Hull workhouse fifty years after making his fortune.

At sea there was always the temptation of the coper, usually a foreigner, but not infrequently a British smack, which took on cheap liquor and tobacco on the continent which it retailed at a handsome profit to skippers and fishermen seeking oblivion from their unending toil.

Skippers parted with cash, valuables, fish, the gear and sometimes even their smacks in this inequitable trade.

It does not require a mutinied mind to appreciate the consequences that many well-found amacks were overcome by sudden gales if the skipper and his crew lay helplessly drunk. Others fell overboard and were lost and some men were so maddened by the illicit liquor they leapt into the sea in drunken frenzies.

## Developed

From the basic beamy Brixham sloop, each port developed a type of vessel to meet its own needs. To tempt fishermen further from land and seek fish in the deep seas the Dogger and Fisher Banks called for much larger vessels than the old Brixham sloops.

By 1870 the long-boomed Brixham rig had given way to the two-masted dandy and its stumpy mizen. As sizes increased up to 80-tons and 75 ft. in length the much

faster and more powerful ketch took over.

Many of the Devonshire families returned to their home ports for fresh tonnage, but with each rapid expansion not only on the Humber, but at ports like Lowestoft, Yarmouth and Scarborough, amackbuilding became very lucrative and yards sprang up in all sorts of odd places.

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# BRIXHAM

Much good work was done by the Royal National Mission to Deep Sea Fishermen in ridding the seas of the coper and its hospital ships also put an end to much suffering from the injured, or sick, had had to endure.

Each winter brought new fears for disasters struck with alarming frequency when the weather broke. Snow and fog were hated, as the amacks sailed blind and collisions and losses were frequent.

Almost every gale took its toll and ashore the prevailing colours were black, as sorrowing women mourned their lost-breed winners. In one gale on 3 December 1863, the port of Yarmouth reported to have lost 165 smacksmen.

Brixham smacks continued their annual migrations up

Chenel to join in the North Sea fishing until 1887. By this time all the main east coast ports were well-established and supplying tens of thousands of tons of fish annually by rail to all parts of the country.

The more reliable steam trawler was gaining in popularity and within 20 years had seen off every smack at Grimsby and Hull. Fortunes were lost as owners tried to sell off fleets of sailing trawlers.

Only at Lowestoft and Ramsgate, where the main grounds were close on hand, did the sailing trawlers hold their own until the 1914-1918 war when they fell easy victims to the German submarine.

The arrival of the railway

at Brixham in 1868, elthet on Purzeham cliff, breathed new life into the local fishing industry. With London a mere six hours distant by rail there was a massive boom in sailing trawlers. But the railway had come too late. London had all the fish it needed from the east coast ports!

Nevertheless Brixham still had the entire Westcountry in her pocket and the industry, with its Dutch auctions and women auctioneers, more than held its own.

In 1872 there were 138 Brixham-owned sailing trawlers on the Dartmouth registers together with something like 250 munihables and mules (much smaller sailing craft).

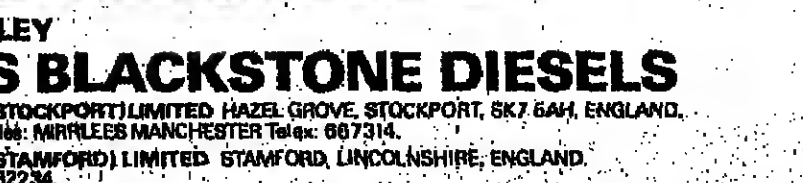
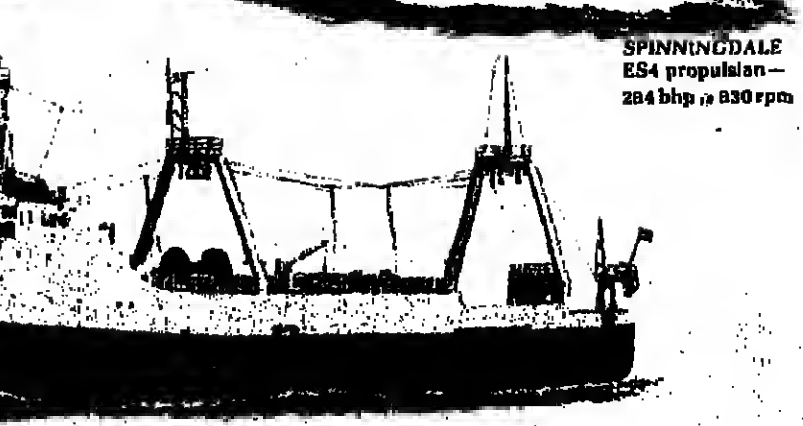
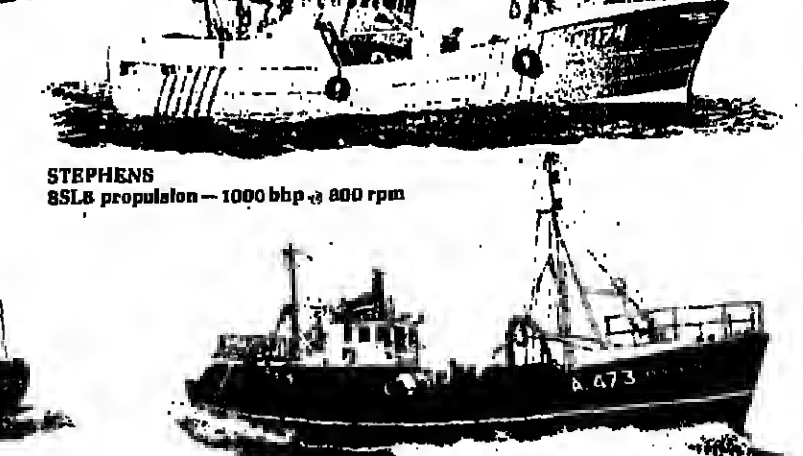
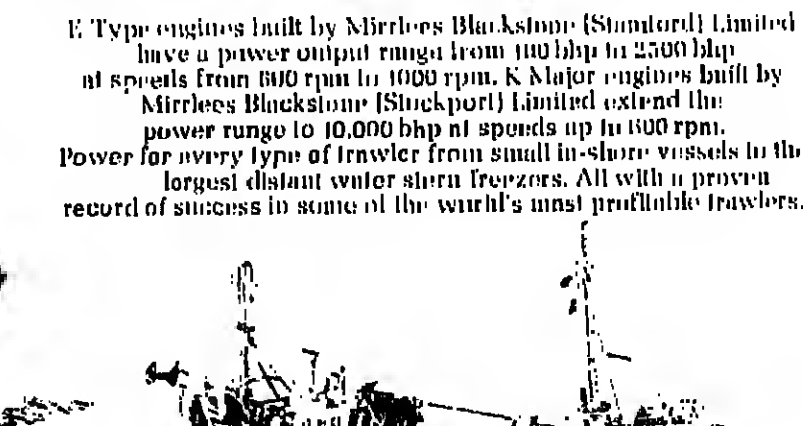
By 1906 the sailing trawlers, all ketch-rigged, had

increased to 220 and the years up to the Great War were amongst the most prosperous the port had known. Additionally Brixham sailing vessels continued to work the west coast grounds and land at Tenhy, Milford, Swansea and Padstow.

During the hostilities, 35 vessels were lost by enemy action and when peace returned there were still around a hundred sailing trawlers registered at Brixham. But renewed prosperity in the east coast meant a slump at Brixham and many fine vessels were sold off or laid up.

War-time wrecks on the local grounds took a terrible toll on expensive and irreplaceable gear. In 1927 the last ketch, *Ruby Ellen*, was launched and by 1938 the advent of the internal combustion engine in small inshore fishing vessels had reduced the last of the sailing trawlers to six. It was the end.

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Continued from page 21

have poached inside the limit, as they have frequently until now, we lose our only secure fishing area. This is why the valiant effort of the Cornwall Sea Fisheries Committee's one patrol boat to police the three-mile limit has been so essential to us, and why we are so glad that this duty will now be shouldered by other national authorities with both sea and air surveillance at their command.

Poachers are very much more likely to be caught now and they risk a fine of up to £50,000 and suspension of licence if they are convicted.

There has been a spate of ugly incidents reported to me in the past few weeks, some of them have been in the press. I do assure you the reports are true and when they are accurately detailed we take them to the owners and to the authorities.

We have found trawler owners most helpful and where they are convinced by our reports they have put matters right, yet dogorous navigation still goes on.

Most skippers are helpful and reasonable which is the

only safe way to handle a vessel, but it takes just as much time to cause a tragedy and there are a few skippers working here who think navigation close to small boats is their right because they are big. So far skill and luck have prevented disaster but it is desperately unwise to rely on that.

### Interference

A serious side effect of the year round intensive trawling here is the interference with fixed gear fishing which is so important to Cornish fishing. Without the tangle nets, pots and long lines we shall lose a very valuable part of our catch and the many boats that use these methods will be driven back on the mackerel that is already over-exploited and uncertain.

Trawlers that cut away dunnies from unimpaired gear are cutting away a man's liv-

ing. Some of this is inadvertent, but there have been cases when a skipper with gear down has given his Deca marks to trawlers in the vicinity and even been acknowledged, but still found his ends cut. Where only a few trawlers are working, it has been clear that this situation was easily avoided.

A very grave danger to the fish stocks is the practice of overcatching the quota or boat capacity and slipping unwanted fish. We know this is often done to replace the slipped fish with better quality, but it is bad practice.

Fleet owners do discourage this very firmly as short-sighted, but it still happens. It has been almost an epidemic here so far this season; we have had a great many reports and even photographs of slipped fish. This pollutes our lining, potting, scallop dredging and trawling grounds as well as

being an evil waste of fish. Slipping is unprofessional behaviour that no self-respecting skipper should allow except for inevitable accidents such as split or fouled nets; much slipping is claimed to be due to such causes but one is reluctant to believe that so many of the fine skippers that are working here now are such bad managers of gear.

We are suffering an increasing waste of quality fish through by-catches. Some weeks ago a trawler skipper told one of our local trawlers over the radio he had tons of flat eel-er-red fish with a dark thumb mark on their heads amongst the mackerel — he didn't even know a bream by sight.

Our inshore skipper suggested he sort them out and either give or sell them to small boats as they were worth about £5,000 on the market. The visiting trawler

skipper decided it wasn't worth it and dumped five-tons of high quality fish that is in big demand for export and upon which our cove fishermen rely for an important part of their Autumn catch.

Such catches are merely pollution to bulk catchers, even good bass rot in their scuppers and with over 200 distant water vessels working close inshore here many species that we cannot afford to waste are severely damaged.

Even silly, inconsiderate practices can be very upsetting to local operators. The plastic strapping that is used to bind fish boxes together is being ditched overboard by large trawlers. Already many fishing days have been lost by boats towed in with this round their props. It seems obvious that this wretched stuff should be dumped ashore, but I suppose to skippers used to a whole ocean to work in such hazards do not appear important.

At the risk of sounding like a "goody-goody" I must say that the first and immediate remedy is simple consideration for each other. Most skippers are working well together and we are keeping the lines open to other POs and the more helpful of the fleet owners.

We shall continue to talk about each problem as it is reported and we have found many difficulties can be banished like this. Recently an unwise Aberdeen skipper found that out. In the tough world of fishing, nice manners may not prevail all that often, so we are asking for immediate statutory protection for ourselves and the fish upon which we rely.

### Unpopular

We know the suggestion of a six mile limit is unpopular with bulk catchers, but we are increasingly sure that it is the only way to protect ourselves; separate zones where smaller boats can work away from large vessels must be designated and the six-mile limit would be a logical extension of the three-mile limit here.

Under the new mackerel licence the three-mile limit has statutory force and the six mile limit would be under the same protection.

Such a move would prohibit boats of 80ft. and over from fishing for mackerel inside six miles from the shore. Of course this would be of great advantage to those between 80ft. and 80ft. who certainly do need some help here.

We know the owners of bulk catchers think this would inconvenience them too much, but we think three-miles further to go for fish shouldn't be difficult for boats built for Icelandic fishing. Anyway, the quota is so small now and there is a week in which to catch it, so surely this could permit a little extra travelling.

The other objection is that vessels need the sheltered fishing close inshore, but this does seem to us rather overrated from vessels of over 80ft. designed for long range work.

The chief advantage of the six-mile limit for conservation of mackerel stocks in a combination of three and six-mile limits would be the reduction of harassment and some slight reduction in mackerel catch. With this

double limit all sizes of boat would have a reasonable and fair chance of making a good living within the mackerel TAC for the south-west, and the smaller boats might have a chance to fish without being run down too.

This alteration to the law could so easily be brought in under licence, and for a long time we have been sure it was necessary. Now we are only hoping that it will not take a fatal accident to prove us right.

There does seem to be agreement in principle amongst catchers that a seasonal ban on netting mackerel in the south-west from early spring to late autumn would be sound practice. As our request for all hand line boats to be exempt from the mackerel licence was endorsed by our fellow POs and conceded by the Ministry, this measure would be very easily brought in simply by suspending the mackerel licence for the south-west for the agreed time.

### Immature

Last spring and this autumn great quantities of immature mackerel as small as sardines were landed. Hand liners do not pull in such fish, we leave them to grow. This is the south-west summer stock that we rely upon for our important summer mackerel fishery; it is being squandered and, as I have said before, our summer catch was drastically reduced this year.

The bulk catchers come here much earlier and leave much later and should be regulated to safeguard the stocks. Such regulation will also help the use of fixed gear which is most lucrative in the summer and has been badly upset this year.

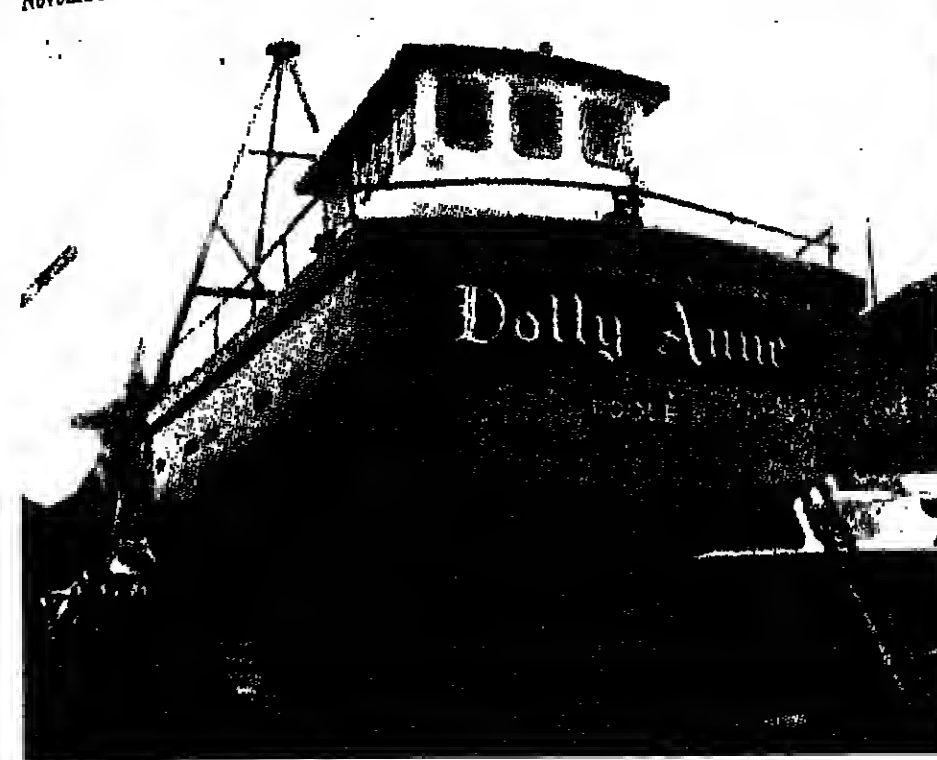
We think it would also be convenient for large fleet managers to know for sure when their boats could be working here and when they can put their effort into other fisheries and explore new areas for their hard-pressed vessels. We are urging the Ministry to follow this idea now. It seems a sensible suggestion that would bring many benefits and we can think of no political disadvantage which might hamper it.

This is an outline of our case and our present solution to it. On November 3 the Government laid before Parliament its observations on the Fifth Report from the House of Commons Fisheries Committee to which so many of us in the fishing industry have given evidence.

Two recommendations are particularly relevant to our case. No. 63 that "line fishing with modern gear should be encouraged" and No. 63 that "the contraction of the fleet is unavoidable" but it should be encouraged to take a form which will keep skills and experience in being and readiness for future expansion and which will safeguard the existence of small local communities which depend heavily on fishing.

The Government reply is that it has in mind the need "to take regional, social and economic factors into account." Our case is simple and at the highest level it is now we want deep-sea fishing to be a reality.

We consider our fishing operations to be a very settled and well-balanced mixture of boats and men which are of great value to the fishing industry. In a world of fishing opportunities, we have great potential for good investment and a bright future.



Left: the Dolly Anne — looking for a new owner.

Above: the Celtic Slave line hauler — the engine controls are duplicated on the hauler stand and (right) the four-bladed propeller supplied by Bruntons.

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Below: electronic complexity in the wheelhouse of Dolly Anne.



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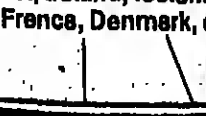
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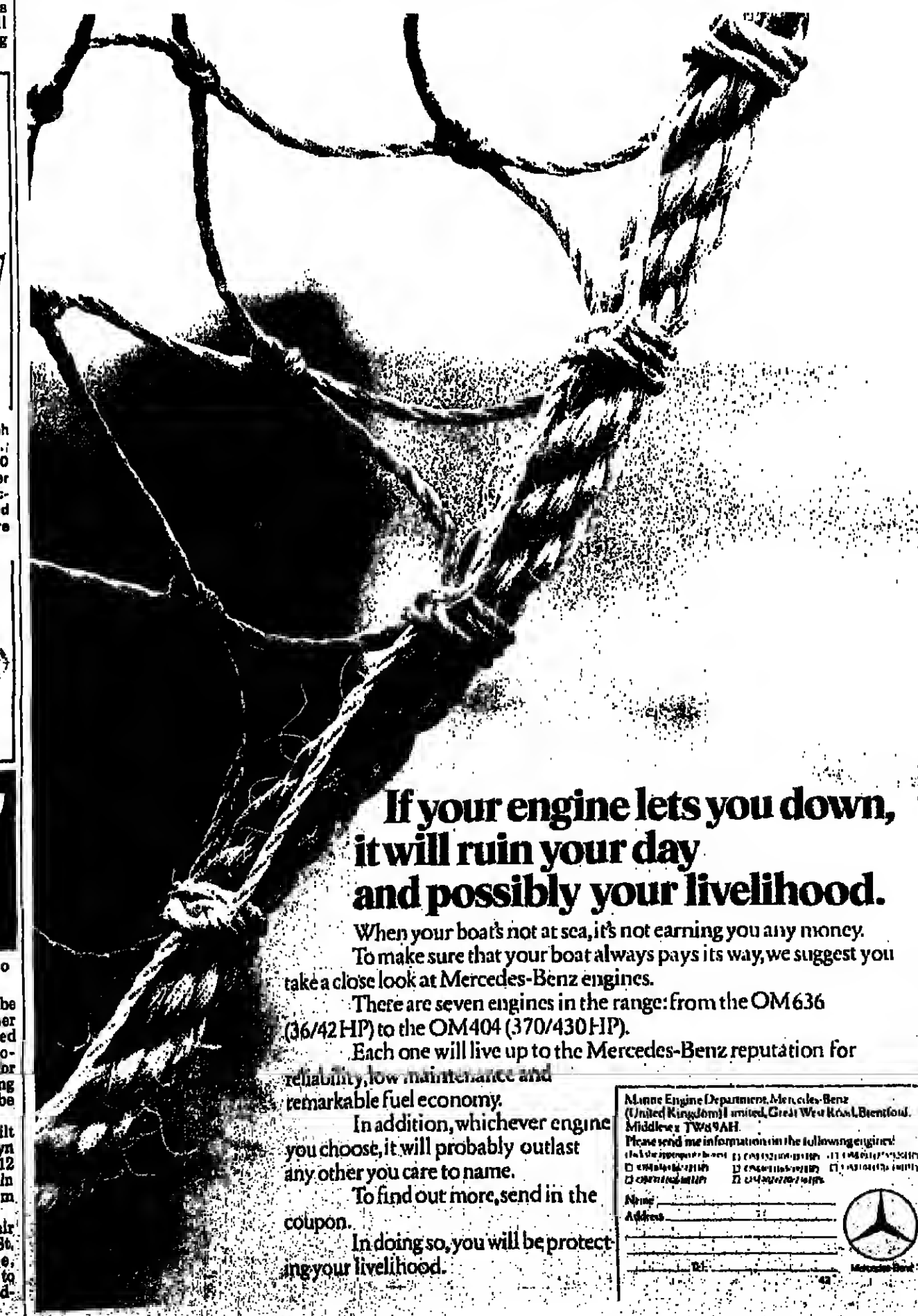


A black and white photograph of a small boat with the number K367 on its side, moving through a body of water. In the background, there are buildings and a bridge.



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## Collision finding

THE SKIPPER of *Stroma II* and the helmsman of *Rotche* were drunk and incapable of keeping a watch when the two vessels collided with the loss of two deckhands, a formal Department of Trade investigation has decided.

Concluding the investigation at the Sheriff Court-house, Glasgow, Sheriff Principal Reid decided that drink was the cause of the collision, in the Sound of Sleat on July 8, 1977. *Rotche* sank immediately and the *Stroma II* some time later.

The Sheriff Principal found also that the *Stroma II*'s skipper, Frederick William Elder, failed to take all reasonable steps to save those on board *Rotche*.

The skippers and owners of both vessels were censured for failing to comply with the safety rules and ordered to pay expenses totalling almost £1,000.

# DRINK BAN HARD TO ENFORCE

THERE WAS a sobering thought for fishermen in the Merchant Shipping Bill presented in the Commons last Friday — a clause which now makes it an offence, punishable by fine or imprisonment, to take unauthorised liquor aboard fishing vessels.

Both fishermen and owners are affected by the measure, which makes it an offence to be in possession of liquor on board, to permit others to take it aboard or permit them to have it on board.

The clause prescribes a maximum fine of £1,000 on summary conviction or, on conviction on indictment, to up to two years' prison or an unlimited fine.

"Unauthorized" means that neither master nor owner of the vessel, or a person authorised by the owner, had given permission for the liquor to go aboard.

A defence would be that the accused believed the liquor was not unauthorised or that he did not know it was in his possession.

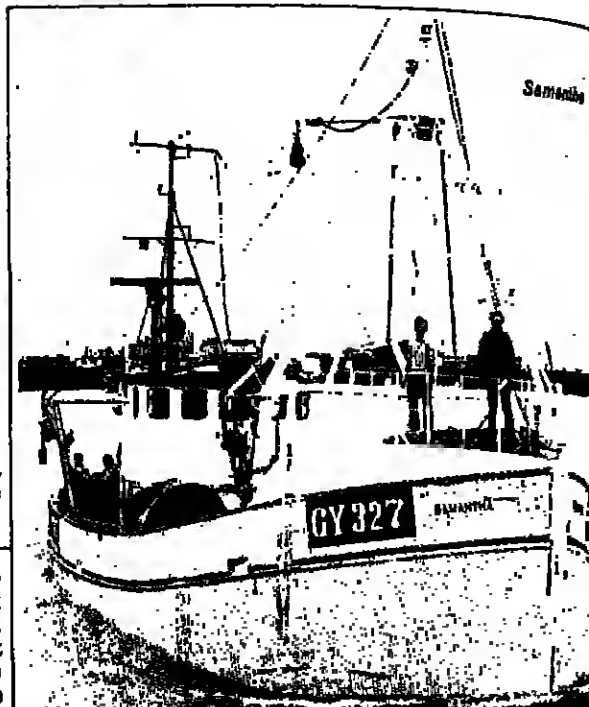
Liquor covers spirits, wine, beer, cider, perry and any other fermented, distilled or spirituous liquor.

News of the ban has already drawn angry reaction from fishermen. Bill Reid, Aberdeen district secretary of the Transport and General Workers' Union, said: "Drink has been an accepted part of the Merchant Navy scene for hundreds of years and in con-

trolled circumstances we don't see why it should be banned."

The union has refused to let trawler owners search men when they report for duty, and a spokesman for the Richard Irvin & Sons, at Aberdeen, said it would be difficult to enforce the ban.

A DEPARTMENT of Trade inquiry into the deaths of six crewmen on the Aberdeen trawler *Grampian Glen*, lost in a North Sea gale on the night of October 5, will be held at Aberdeen today.



## Good early sprat signs

A 20-TON landing of sprats at North Shields in the middle of last week by the Grimsby multi-purpose boat *Sorah Thinnessen* (Skipper Alan Thinnessen) will attract other vessels to the Tyne for this winter fishery.

Usually the inshore shoals do not begin to form until frosty weather sets in, but *Sorah Thinnessen* has reported several good marks already. Her catch was the first by a Grimsby vessel this winter.

Meanwhile, in Grimsby, the United Seiner-registered *Somantho* (Skipper Hugo Thinnessen) and *Tino* (Skipper Peter Thinnessen) were expected to join in the

first wave of Grimsby vessels going for the sprats.

The Hsmling agency at Grimsby is also preparing a former pair team Paul Antony and Helena Gartin while the seiner *Jeha* is undergoing conversion for spratting as were *Fredericksborg* and *Coireloch*.

Sleight also expects its team *Lochearn* and *Sevick* to join in later as single boats.

## PO summit

BRITISH fish producer organisations are being invited to a meeting at Newlyn next month to try to resolve some of the problems of the south-west mackerel fishery.

The Cornish fishermen want a seasonal ban on the netting of mackerel inside Britain's 12-mile limit between March 1 and November 1.

Mrs. Daphne Lawry, secretary of the Cornish FPO, said: "We particularly want to be sure we are right that everybody is in agreement over the seasonal ban."

The decision to hold the conference — on December 9 — was made at last Saturday's meeting of the Cornish Fish Producers' Organisation. Mrs. Lawry said all the other eight British FPOs would be invited to send a representative.

Although there is no progress on the six-mile limit the Cornish FPO has appealed for, it is still very hopeful that Mr. Silkin, the Minister, will try it.

"He hasn't turned it down flat. He has just said this is a British fishery, and everybody has got to have a go," Mrs. Lawry said.

There is no talk of any militant action by the Cornish fishermen at the moment. The question of a "blockade" was mentioned only in passing at Saturday's meeting.

The new mackerel licence brought in on November 5

should be given a chance, Mrs. Lawry said, "but we are not actually confident about the quotas being observed."

## Give rules a chance

THE GOVERNMENT has asked Cornish lobster fishermen to give the latest round of mackerel catch restrictions a chance.

David Mudd, Conservative MP for Falmouth-Cornwall, had called for tighter control in the interests of the fisherman's "life and livelihood".

Ted Bishop, Minister of State, Ministry of Agriculture and Fisheries, replied that it was "very conscious" of the continuing concern in the south-west.

"In devising these arrangements after very full consultations... we have sought to strike as fair a balance as possible between the conflicting interests of the fisherman and the consumer."

The Department of Agriculture and Fisheries said that the Ministry and the fishing industry would be working together to ensure that the new mackerel licence brought in on November 5

## Hull EEC course a success

EIGHT interpreters translated simultaneously into different languages last week when 47 trainee master-fishermen and eight fishing instructors took part in the second EEC fishing seminar at Hull College of Higher Education.

During the six-day course, which fishery scientists also attended, there were visits to the inshore port of Bridlington, Hull's new fish dock and the WPA's dume tank at Hull.

Keen interest was also shown in an exhibition of electronic equipment and modern fishing aids held in the Hull School of Nautical Studies.

Capt. D. R. Derrett, acting head of the school, said: "It was a tremendous success. All participants appreciated the course very much and they were much impressed with our tutorial facilities."

"They would all have liked to have spent more time using our electronic training aids such as our fishing simulator. And they all seemed to very much appreciate the opportunity for discussing mutual problems."

MORE JOBS and a whole range of new industries could result from a fresh application to the Government for a new £10m. fish quay at North Shields.

A joint working party composed of representatives of the Port of Tyne Authority, Tyne and Wear County Council, and North Tyneside Borough Council, is to prepare a further submission to the Government for a new fish harbour following years of controversy over replacement of the Tyne's run-down facilities.

A Port of Tyne spokesman said: "The working party will be studying a whole range of factors not usually required in a normal harbour, such as the added value of new jobs, and the effect of new industries which could be established adjacent to the harbour."

"The port authority and the local authorities will work together in assembling the case to put to the Government."

The impetus to provide the Tyne with a new fish harbour — the existing one was referred to recently by an all-party Commons Expenditure Committee as "dangerous, inadequate and intolerably primitive" — comes after meetings between the port authority and the Ministry of Agriculture, Fisheries and Food.

"The Ministry said that a fresh submission by the port authority for a new

harbour would receive consideration," said the PTA spokesman.

To have the new harbour built by 1987, when the existing one is expected to become unusable, would require a decision to be made within three years.

A previous submission by the authority in 1975 was turned down at a time when 60 per cent grants were available. "It is hoped that sources and levels of grants will be resolved when the economic appraisal for a revised submission is completed," the spokesman said.

Western Fish Products Ltd. started building a plant producing fish meal and oil on the site of the old Cornish Fish Fertilisers Company's works. Councillors rejected the plan by 25 votes to five.

College radar course at port

THE INTRODUCTION of a three-week radar observer course at Buchan Technical College later this month will be a significant extension of the facilities available to the fishing industry at the further education college in Fraserburgh, Scotland.

Students are required to take this course to complete their Trade Second Hand certificate and, previously, they have not been able to carry out the radar part of their studies at the port.

The first of the radar observer courses starts on Monday and those interested in enrolling are invited to contact the college registrar, Mrs. Duguid.

New radar equipment costing £20,000 on order for the Buchan college includes true motion radar and a video recording system which will provide full training in the use of marine radar. "The video recorder system will use tapes which have been prepared by Liverpool Polytechnic."

COMMENT

DANISH FAIRY TALES

WE KNOW Denmark is the home of Hans Christian Andersen, but are Danish fishermen telling fairy tales when they plead that British conservation measures are putting them out of business? During a tour of Danish fishing ports last week (report page 10) English and Scottish fishing leaders were able to see the situation for themselves and came across a few surprises.

There is no doubt that the Norway post box has had a big effect on the Danes. As a political measure it has great success and the Danes are in the mood for a settlement at almost any price with the EEC. As a conservation measure, there must be some mixed feelings about the post box.

With the meal plants in Denmark begging for fish, the fleet has reacted by transferring a massive effort to go to sprats and, even more dangerously, they are bringing in Baltic herring, which size-wise ought to still be in nappies. To treat herring which spawns in British waters in this way is nothing short of criminal.

Despite all the pleas for commonsense and sanity in the North Sea, the fishermen saw that nothing could be done with Denmark until it abandons the policy of industrial fishing. The size and scale of its fish meal operation makes this a pretty vain hope, but until it happens Britain cannot live with Denmark in the North Sea.

There also seems to be a huge misconception on the part of the Danes that they can move towards the British position by backing a 12-mile exclusive limit. We wonder who told them that?

If this is the kind of talk going on at the EEC negotiating table, then the British industry can resign itself to a sell-out. As far as our fishermen are concerned, 50 miles is still the price of a deal with the EEC.

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Scottish correspondent: Gloria Wilson

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# £10m fish quay plan revived

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## COOL FACTS:

The lowest temperature ever recorded in Norway was -51.4°C at Karesjok in January 1888.

Some other record lows recorded by the Meteorological Bureau (numbers in brackets represent the first year temperature were recorded):

Vigre (1958) -11.2°C, February, 1969.

Oslo (1937) -26.0°C, January, 1941.

Tromsø (1920) -18.4°C, February 1888.

Varde (1867) -23.7°C, February 1968.



Roros -50.4°C, January 1914.

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However, our record lows look pretty tame on an international scale. The world record — fortunately not recorded on Norwegian thermometers — was set in Vostok, Antarctic. On August 24th, 1980 the thermometer there dipped to 88.3° below centigrade.

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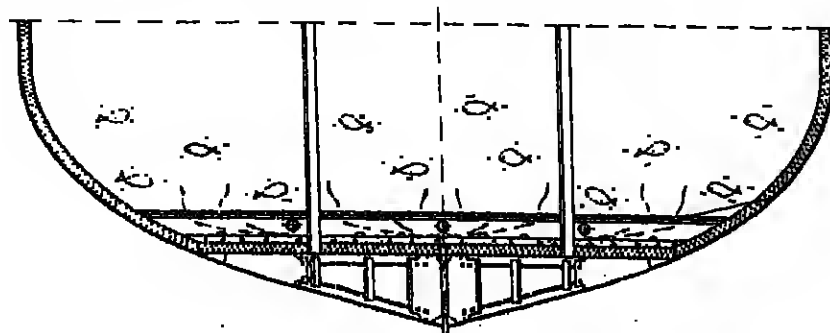
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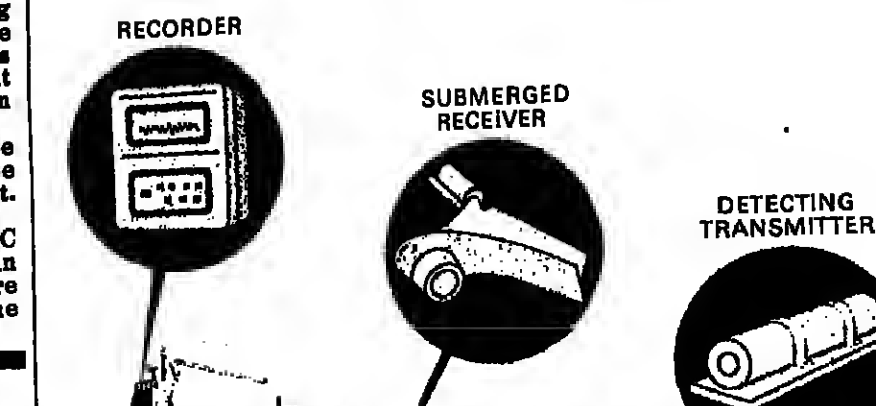
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# Mackerel dumping row spreads to Irish port

**LARGE-SCALE** dumping of mackerel at the Irish port of Dingle, Co. Kerry, has been strongly criticised.

Under EEC intervention arrangements fishermen can get about £3.50 a box for dumped fish and in recent weeks about three-quarters of the local fleet's total catch has been dumped.

Michael O'Sullivan, chairman of Dingle Harbour Board, said there was serious concern locally.

"We talk about poverty and food subsidies — it's a shame to see food as nutritious as mackerel being dumped. Doubtless there are reasons for it, but it would be helpful if the Department of Fisheries explained the necessity for dumping on such a large scale."

**£22,269  
SEINER  
RECORD**

A NEW earnings record for a single trip by a Scottish seiner was set on Wednesday at Peterhead when the 86ft. *Acacio Wood* grossed £22,269 after a eight-day trip.

The grossing beats the previous record of £22,265 set by the Peterhead seiner *Fovonius* in 1977. *Acacio Wood* fishes under Skipper Alex Jack of Hopeman and is aganted and part-owned by the Don Fishing Co. (Peterhead) Ltd.

Her catch consisted of 875 boxes of fish.

The vessel was steel-built in 1976 at the John Lewis yard, Aberdeen, and is powered by a 1,000-hp Blackstone engine of 837 hp. Gear-handling machinery includes Jensen winch and Loele power block and reels.

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**FINAL  
GRANT  
DATE**

FINAL closing data for applications for EEC FEAGA grants for capital projects such as boats and plant will be November 30, the Ministry of Agriculture and Fisheries said last week.

It emphasised that there was no guarantee that applications sent in after the original closing date of August 31 would be considered by the EEC Commission.

Details and application forms are available from the Ministry's Marketing Policy Division, Branch D, Great Westminster House, Horseferry Road, London SW1.

**Salmon 'nonsense'**

FISHERMEN in Donagall have dismissed as "pure rubbish and tripe" suggestions that drift-net fishermen are in any way responsible for the decimation of salmon stocks on the Irish coastline.

Joe Boye, chairman of Donagall branch of the Irish Fishermen's Organisation, said recent statements by fishery conservation counsellors that trawlermen were landing over 1,000 salmon per boat per day during the salmon season were "nonsense."

## COMMITTEE OUT TO 'SELL' FLEETWOOD

A FISHERIES development committee has been set up at Fleetwood.

Its first task is to try to attract more fish supplies during the winter months when those landed by local vessels will be extremely low.

The committee includes representatives of owners, agents, fish merchants, the port's fish transport concern, British Transport Docks Board, lumpers and people from ancillary companies.

Eddie Walker, a member of the committee, said its formation "will be the most important thing to happen to the industry in Fleetwood since its foundation."

One of the committee's initial aims was to "sell" the port. "Contrary to what other people unconnected with fishing are saying, we are making it clear that Fleetwood is a port with first-class facilities."

"With the unified approach by everyone in our local industry, we are out to demonstrate not only that Fleetwood is alive but that it has a tremendous potential."

A statement by the committee put forward its long-term aims. These include providing modern ice-making facilities, extra mechanical equipment for unloading trawlers, better slipway and ship repair facilities and additional cold storage and freezing plant.

Mr. Peter Brady, the committee's liaison officer, said "This body is not simply a short-term measure to get through our present crisis. This is the industry getting together to plan its own destiny and the FDC will be an integral part of its structure as long as fishing is carried out here."

Ted Hennell, the lumpers' representative, and other local industry leaders welcomed the new organisation.

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# Iceland and EEC save Humber GRIMSBY FACES FAMINE WINTER

## 12-DAY HOLIDAY

GRIMSBY fish market will not re-open between the Christmas and New Year holidays, in common with usual practice in recent years.

This means that the entire fish dock complex, including the markets and FMA road transport fish distribution services, will be completely shut down for 12 days from the end of work on Thursday, December 21, until Wednesday, January 8, 1979, when the market re-opens.

## Gates

The authorities emphasise that there will be no market on Friday, December 22, the first day of the Christmas-New Year break.

The holiday will not affect operation of the access lock gates, which will open and close as usual throughout the period. Grimsby Ice Company is expected to make sealed arrangements for ice vessels.

**Beamer**

In the middle and near-water category, the honour again went to visitors with the Belgian beam trawler *Morbi* (Skipper Pros Van Dillemont) bettering her own earnings record for a Belgian trawler landing at Grimsby with a grossing of £28,051 for 690 kits. The catch, almost entirely plaice and prime, sold through the Hamling agency.

**Crystal Palace** turned out just 568 kits, including more than 300 of codtuffs and 185 of haddock after 28 days, to gross £18,848.

The stern dragger *Boston Halifax*, on what was expected to be her penultimate trip from the Humber port, managed £25,142 after 25 days from just 748 kits, made up mostly of 240 of reds, 225

of cod and codling and 100 of haddock.

It came as no great surprise, therefore, when the one Icelandic to land, Jon Thor-dorsson, collected the week's top grossing of £33,216 from only 940 kits, split almost evenly between Icelandic cod and Icelandic cod.

Fylkir Ltd., which acted as agent, reported that poor fishing on most of the Icelandic grounds was holding back Icelandic landings to the port.

Otherwise, from BUT's eight middle-water landings *Ross Cougar* (Skipper Jack Major) was the pick with an assorted 531-kit catch worth £15,703.

However, for once BUT had to take a back seat in this section when *Osaka* (Skipper Bob Penketh) rounded off a very much brighter week for H. L. Taylor Ltd. by shipping in on the last market of the week with £16,595 from 363 kits of well-mixed fish, including some fine cod, after just 10 days at sea. It was Skipper Penketh's first trip as skipper in *Osaka*.

There were continued heavy landings of dogs in this section.

Somewhat *Consola Gadus* (Skipper 'Big Ole Jensen') and the Denbri-acted *Edel* (Skipper Lief Gravesen) managed to find some cod and with £13,756 and £13,362 respectively were streets ahead of the rest.

Next best were the Danes, *Alperosen* (£12,153 through Chasman), *Tistlarao* (£12,873 through Sleight and Noutik (£11,727 through John R.).

Mike Short (right) discussing his warp roller system with the chairman of TDC, Lord Beesham.

## Rope guide wins prize

A NEW warp roller system produced by a Peterhead firm founded last April was runner-up in this year's TDC Innovator Awards competition.

The awards were presented last week at the headquarters of Technical Development Capital Ltd., in London.

The new system was designed by Mike Short, managing director of Shortway Rope Guides Ltd., after 21 years' researching.

It is claimed to have several advantages over existing types of rollers which were originally designed before the 1939-45 war for use on fishing boats of a much lower power than those in use today.

The new rollers cut down rope wear and, therefore, increase safety. They have also been designed so that they will not wear down and to guard against rope lach. Life expectancy is reckoned to be up to two years.

About 200 vessels will have been equipped with the new system by next April, says the firm, which is producing a complete range of rollers available over the next couple of years.

The awards, now in their sixth year, are presented annually by TDC to encourage the early development of new growth businesses based on technological innovation. The competition is open to any company, team or individual in any manufacturing or service industry in the UK.

TDC is the venture capital arm of the Industrial and Commercial Finance Corporation (ICFC) and provides high-risk capital.

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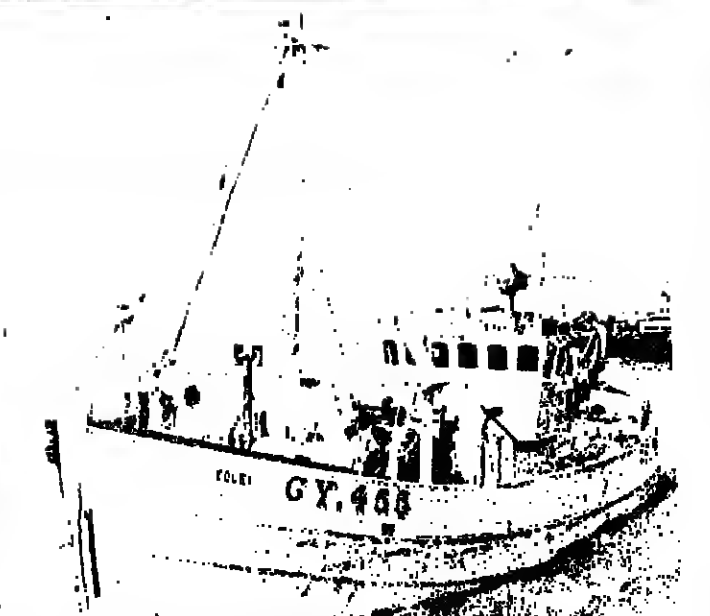
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Edna rounded off her year with a career-best £13,362 for 310 kits of cod and plaice.

## Prices shoot up at Hull

ALL OF the three wat fish discharges at Hull last week were from Icelandic trawlers unloaded on different days.

The turnover all attracted keen interest and as the week advanced so did the market demand, particularly for the very small amount of haddock landed.

At both the first and last sales of the week eleven 10-stone kits of haddock were on offer and the price range per kit soared from £40.50 to £45.50 on the Monday to between £54.35 and £58.25 by Thursday.

Cod, which averaged £35.79 per kit on Monday and £37.55 on Tuesday, was making from £34.85 to £49.50 by Thursday and averaging £41.20 that day. The kit average for codling also advanced, from £34.10 on Tuesday to £41.20 two days later.

Grossings by the three Icelandic vessels, for which the Boyd Line were port agents, were: Monday, *Sindri* to £90.50 per kit, averaging £86,306 for 1,875 kits; Tues-

day, *Skafti* £63,700 for 1,516 kits; Thursday, *A. Sigurdson* £35,564 for 827 kits, including 604 kits of cod and 128 kits of codling.

Inshore fish sent overland fell to 250 boxes on Wednesday last week and 37 boxes on the Friday.

Firsthand fish prices continued to soar at Hull on Monday this week when the only vessel to land at the port was the Icelandic trawler *Karlsefni*.

BUT were port agents for this ship, which grossed £85,903 for 1,880 kits of which about half were boxed fish and the rest bulk.

Boxed haddock was making from £57.25 to £59.75 per kit, between £53 and £54.95.

Halibut brought from £80 to £90.50 per kit, averaging £86,306 for 1,875 kits; Tues-









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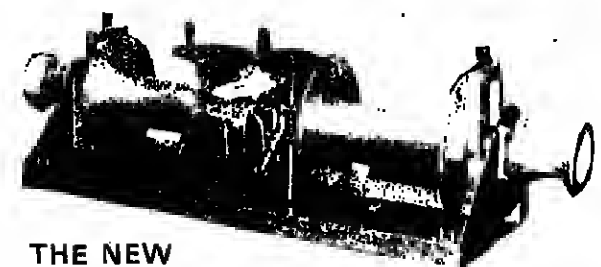
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# Scots firm gets

AMERICA'S annual Fish Expo fishing exhibition set records for attendance and the number of exhibits when it was held in Boston earlier this month.

British firms were pleased with their reception, especially those hydraulics which soon sold the haulers and reels on show.

Fish Expo alternates between Boston and Seattle, on the west coast. The Boston show is usually smaller, but not this year.

Most sections of American fisheries are thriving under the new 200-mile economic zone. While Europeans argue over who gets what, the dispute across the Atlantic is not nearly so complicated, although fishermen on the US-Canada or US-Mexico borders may disagree.

The industry is now vigorously growing into areas and catch opportunities once dominated by foreign trawlers. And to do this it needs boats, better equipment and more processing facilities.

There is a boom in fishing boat building right through the country. The boats are getting bigger, and owners are willing to pay much more than they ever did before to ensure that they are equipped

to fish as efficiently as possible. They want hydraulics for powering deck machinery; the best fish finders and navigators; and good nets and the right winches, drums and haulers.

"We have learnt that first-class is the best way to travel to our new exclusive fishing waters," said one skipper. Many of the 313 exhibitors at Fish Expo were delighted to find that other fishermen shared this attitude. In the past when electronics or some other sophisticated aspect of fish hunting came up for discussion at the morning seminars, run in conjunction with the show, the audience faded away.

This year the sessions on electronic fish finding — addressed by Nathan Roundy of Wesmar and Captain Andy Weiss of Atlas Elektronik — were so packed that they were repeated in the afternoon for people who could not get in.

Among those pulling in the business were the handful of British firms that took advantage of the joint venture sponsored by the British Overseas

Trade Board and organised by the Westminster Chamber of Commerce.

This year only ten British firms came along, but their success should start a queue for the Seattle Expo in October 1979.

Standholders had 1,645 enquiries and business done amounted to \$124,000. This does not, of course, include expected business which should amount to several hundreds of thousands more. Jubilant David Tait of Loois Hydraulic Co. had "sold" stickers (with the buyers' names) over all the \$12,500 worth of haulers and seine net reels his company had brought over.

He was preparing to set off on a visit to several New England ports to see boats and advise owners on the equipment they need to move into Scottish seining. Experience with this method in Canada, plus a test project carried out by the University of Rhode Island, have made it a focus of interest.

Also cashing in on this was Bridport-Gundry, through its

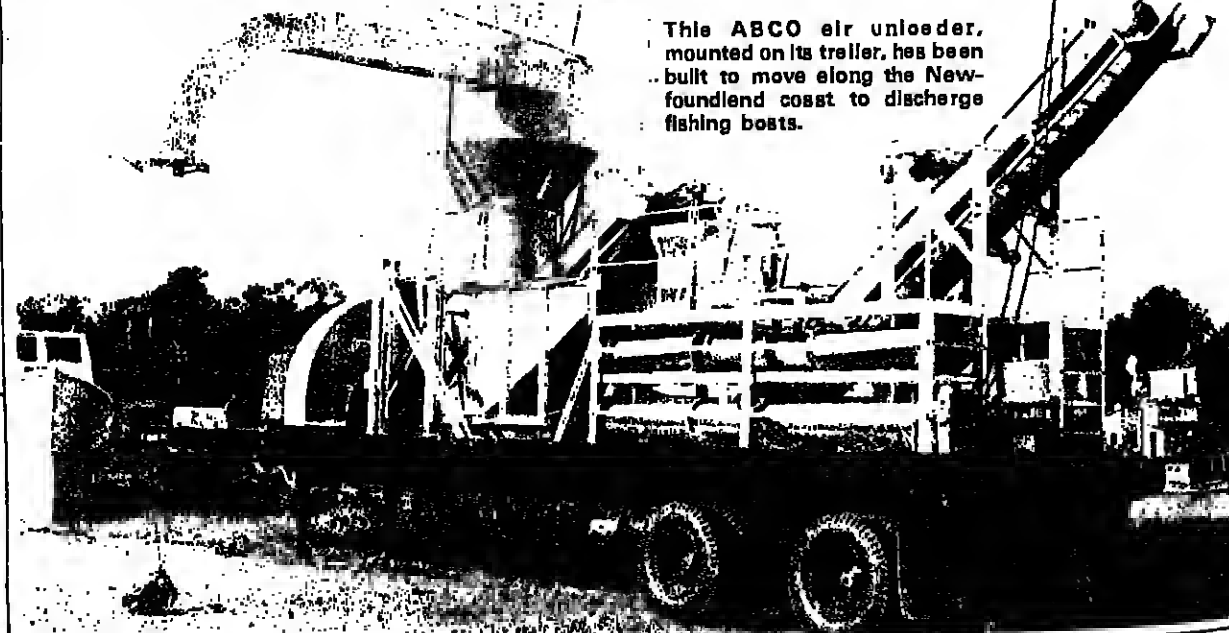
America subsidiary Brownell & Co., with items of Jackson trawls.

Ken Bellamy of Afos was kept busy by processors interested in smoking kilns and across the aisle, Inl Engineers of Aberdeen had numerous enquiries. Other exhibitors in the British venture included Cook, Gardner and Sons, and Air Inflatables.

American boatyards are well in evidence. Dorr Marine of Florida had just been celebrating its 20th wood and 100th GRP birthday. It is now churning boats out at the rate of 15 a month and Expo introduced a new design.

This is described as a "whaleback" version of the yard's standard 75 ft GRP hull and it has been designed specially for the more rugged conditions of the North Pacific and North Atlantic. The first will be launched before the end of the year and nine more had been ordered in late October.

But the big news of GRP came from the Boston port architect John Gilbert



This ABCO air unloader, mounted on its trailer, has been built to move along the Newfoundland coast to discharge fishing boats.

## 'No' to mackerel debate

AN MP's plea for the House of Commons to urgently discuss the Cornish mackerel situation was turned down by the Speaker on Monday last week.

Robert Hicks, Conservative MP for Bodmin, asked for urgent consideration to be given to "the threat to the inshore fishing industry of south-west England as a consequence of recent developments in the fishing of mackerel."

He said: "In recent days there has been a major concentration of United Kingdom fishing vessels off the coast of South Devon and South Cornwall fishing for mackerel."

"At present there are 24 purse seiners fishing these waters, with the prospect of more to come. In addition, there are 15 large freezer trawlers."

modern vessels, using industrial fishing techniques, have descended on these traditionally inshore waters from other parts of the United Kingdom. There are also at present about 24 visiting trawlers in these waters.

He told the House that there were about 25 transshipment fish-processing vessels, mainly from the Soviet Union and the Eastern bloc countries, eager to purchase and some capable of processing amounts of fish in excess of 100 tons a day per vessel.

"There are also significant side effects, each of which contributes to the urgency of the matter that I am bringing to the attention of the House. Such as the risks of collision between the larger vessels and the smaller inshore vessels in the confined areas where the mackerel are to be found, and the risks of pollution both

from dumping fish at sea and from the processing vessels inshore."

Mr. Hicks said repeated and urgent representations had been made to the Ministry of Agriculture, Fisheries and Food and to Ministers, including the Prime Minister, by West-country Members and interested organisations.

"No decisions have yet been announced by Ministers about the need to extend the exclusive limit for hand liners and smaller inshore craft from the present three-mile limit to six miles."

"A new scheme based on quotas dependent upon the length of the vessel has been introduced, but this urgent problem of enforcing the quotas still remains."

There was no doubt that more fish were being taken from the water than the amounts allowed under the landing and transshipment

quotas. But there was still a check by Ministry officials the Soviet and other processors' vessels, to ascertain the amount of fish they actually took on board for processing.

"The matter is urgent. Its situation must not be allowed to deteriorate or to become ugly."

Cornwall's economy was narrowly beated. Not only were jobs at stake but the very livelihood of certain coastal communities was being put at risk. While the Minister dithered, over the question of extending the shore limit and certain of the measures used by the larger vessels.

The future of the stock was being considered, and this was a country one. Mr. Hicks said he was unable to give a reason

# the States reeling!

Speaking at a seminar on Tomorrow's Fishing Vessels, he said his firm had just designed a 94 ft. GRP stern trawler and that four were on order from the New Hampshire moulders, Bruno & Stillman.

The yard began with low-priced, simple GRP boats of 35 and 42 ft. It then brought out a 55 ft. vessel.

The new series will be combination vessels to fish off the New England coast out to the George Bank. The boat will have a forward wheelhouse and be powered by an 850 hp engine turning a single screw in a nozzle.

Construction will be a method using a plug without a mould, which, says Bruno & Stillman, will bring the cost down.

The boat will be of single-skin GRP and heavily framed. It is being built to the 100 classification of the American Bureau of Shipping as a fishing craft for unrestricted ocean use. The first of the series is due to be launched in March 1979.

Some of the most advanced gear and fishing instruments on show came from Europe or Japan. But Marco of Seattle was kept busy throughout the show demonstrating its new TILiner automatic longline system.

This is the American company's challenge to the Norwegian Autoline and the strong claim is that it does the same job for much less capital cost and without the need to design a boat round it.

The system includes a bait cutter and a baiting machine. For hauling, the TILiner has three components: a special roller mounted on the gunwale which controls line twisting, a take-up power head and foot pedal control. To set the gear, two spools with line, snoods and hooks are mounted on a setting stand forward of the bait trough. Spring-operated latches on the stand enable spools to be easily pulled off or pushed on.

From these spools, the line, snoods and hooks move through the bait trough where the hooks are automatically baited. Still brushes in the bait chute ensure that the bait is firmly hooked. One crew member can control tension on the line while setting.

Now thoroughly tested, more than a dozen TILiner



systems have been supplied and installed. Many others are on order at several \$12,500, including several sold during Fish Expo.

Arenco, Basder and many other makers of processing machinery took part in Fish Expo. In the labour-intensive American industry, there is considerable incentive to mechanise at sea and ashore.

Arenco was asked many times about the Danish Shastland gutting machine, which it represented at the show.

Another machine which attracted attention, although it was there only in a photograph, was a remarkable mobile fish unloader which the Nova Scotia firm Atlantic Bridge Company (ABCO), designed and built for use in Newfoundland.

This air unloader is able to handle a variety of fish, bringing it ashore in good condition from the boat. It is a self-contained unit mounted on a 45 ft. flatbed trailer. It has its own weigh station and discharge conveyor, plus self-erecting gentry. The plant is powered by a 75 hp Deutz diesel engine and can discharge fish at the rate of about 45,000 lb. an hour.

The idea behind the mobile unit is that it can be readily moved around the coast of Newfoundland wherever boats have catches to land. It will save fishermen long journeys to end from the grounds.

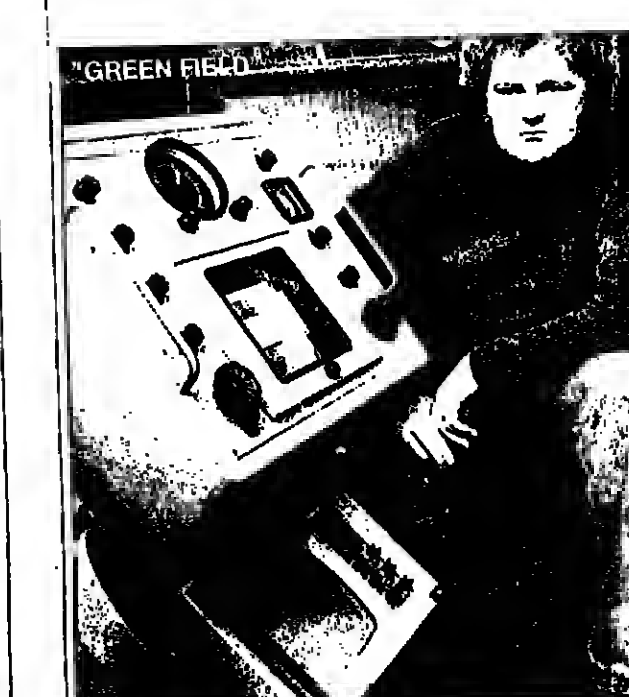


Dr. A. C. Jason of Aberdeen's Torry Research Station explains the Torry meter for measuring the freshness of fish to interested visitors.

Below: the British group had an aisle to itself. Afos is on the left and Intel Engineers on the right.

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It has been said that mackerel could only be seen on high frequency sonars. This has been proved wrong, particularly by Mr. Tom Stevenson of 'Green Field' and Mr. Alan Nicholson of 'Pescado IF'. The skippers of 'Green Field' and 'Seckious' were also among the first to detect mackerel on their SQ sonars at 1200 to 1750 m. and other fish at the full 2500 m.

Mr. Stevenson (SQ sonar) is very impressed with the large CQ scope. Its memory store gives a steady picture, making it easier to determine the size, shape and direction of the school. "A lovely picture" he said, "a big advance on existing scopes. It gives good returns at 2500 m. with mackerel at 1250." He also liked the meter/scale facility and very short ranges provided.

Mr. Nicholson was the first to try out a modification to the SL sonar which greatly improves fish detection, especially mackerel. "I'm very pleased with this" he said "I'm getting mackerel at 1500 m. by day and 500 by night." He was also delighted with the new CQ scope, particularly the definition, master/slave facility which saves paper, and the offset arrangement.

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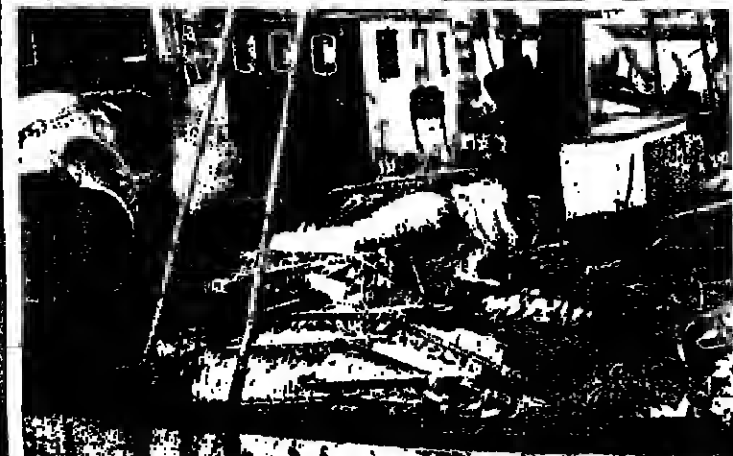
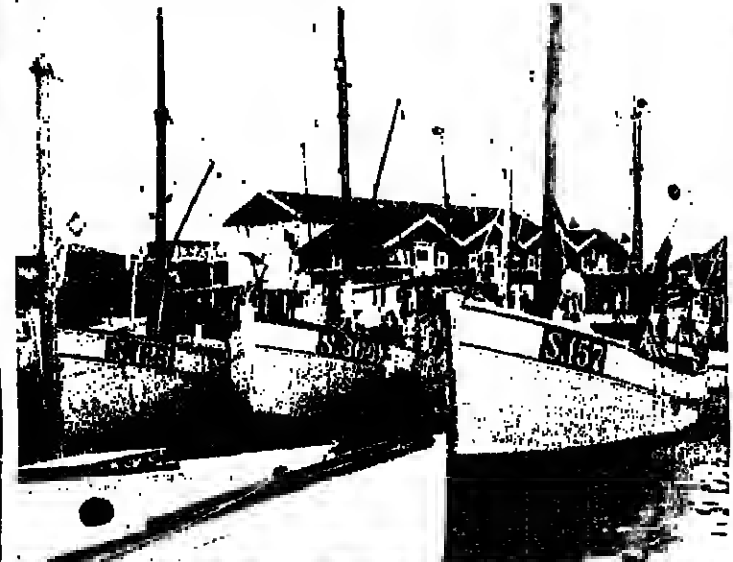
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Above: A rueful look on the face of Gilbert Buchanan as he looks at the baby herring pouring into the fish market at Skegen from the Baltic. Below: The inshore fleet at Skegen mainly concentrates on trawling. The vessel in the foreground (S157) is just one of two seiners left in the port.



Above: Monofilament gill nets which have become the subject of a lot of criticism were well in evidence in Denmark. Below: The go anywhere, do anything, type of fishing undertaken by the Danish fleet is seen illustrated here by this 140ft. boat moored at Skegen. She carries an 80mm white fish net and a 16mm industrial net, plus a net for sandeels. She is manned by a crew of five.



# DANES WARN OF 'DISASTER' IN NORTH SEA

Buchan spells it out

DENMARK WAS warned last week that its fleet would have to be drastically cut-back if a disaster was to be avoided in the North Sea.

With the full might of the Danish fleet on display to a visiting team of British fishing representatives, the president of the Scottish Fishermen's Federation, Gilbert Buchanan, said: "I can only be impressed by the way you have organised your industry — but it frightens me to death. Controls are vital with super-catchling power like this."

The visit to Denmark was in return for a similar tour of Britain by Danish fishing leaders earlier this year.

The British team included: Austen Laing, director-general of the British Fishing Federation; George Crawford, chairman of the National Federation of Fishermen's Organisations; and vice-president, Fred Parke; Jim Lovie, chairman of the Scottish Fishermen's Organisation and his deputy chief-executive, Ian MacSweeney.

## Meeting

The tour took in the major ports of Esbjerg, Helsingør, Skagen and Hirtshals where meetings were held with local fishermen's associations.

The lavish hospitality provided by the Danish fishermen did nothing to blunt some very straight talking — especially from the British side. But there was some hint of movement at fishermen level towards the

**THERE was some tough talking in Denmark last week when a team of British fishermen's leaders visited the country's leading ports. HARRY BARRETT accompanied the tour and reports on the discussions that took place.**



Jumbo mackerel — three to the kilo — being taken by the Danish fleet from 51° West of Shetland.

British position on exclusive limits and industrial fishing for herring.

"If the overall EEC package is right for us we would compromise by backing a 12-mile exclusive limit for Britain. And we would go along with an all-time ban on industrial fishing for herring," said Laurits Toernæs, chairman of the Danish Sea Fishery Association.

This view was backed up by fishermen in other Danish ports but, by the time the British team faced Ministry officials in Copenhagen, there was less than enthusiasm for this type of compromise.

What did become clear was that the right package for Denmark would include a relaxation of the Norway pout box.

Obviously smarting from Minister John Silkin's action on Norway pout, Laurits Toernæs said: "If haddock and whiting need protection then you have to make regulations concerning these fish — but not Norway pout."

He called for areas of the pout box to be opened where there would be no harm to other species and suggested that fishing should be allowed to take place below 70 fathoms.

At a meeting with fishermen in Hirtshals,

ation of British measures.

Mr. Laing said there should be a choice between two and another catch management system. Fishermen should be cut their catch on one or increase their catch amount on another.

Individuals should be treated as we have to manage fishery, he said.

This would account the number of one stock up and the wide margin of error.

Mr. Laing said some stocks would have a special case.

Appealing to move towards a position, Austen Laing said: "With your better deal that will be the North Sea."

In a call to Denmark, Fred Parke said: "We are not only a fishing nation but a fishing industry."

"You have been between two industrial fishing nations going to have an English fishing fleet."

Following the meeting, the British team was taken to the Kattegat port market.

The market was selling at a high price and it was a busy day. The local handling of fish was a day, which was a day, which was a day.

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Herring estimated at 11-years-old move up the conveyors into the fish processing factory at Skegen.

## 'Cosy deal on small herring'

There was also some surprise that a minimum size on herring from the Baltic was in force. But there appears to be a cosy two-way arrangement with Sweden which gets round this. Each country imports the other's herring.

In refuting claims that they had done nothing about North Sea conservation, the Danes said that they had accepted the idea of a small pout box and a reduction in by-catches; they had also gone along with proposals for bigger mesh sizes.

The Danish view is that they have a more general approach to conservation, while the British with their total bans go beyond the realities of the situation.

One subject on which there was common ground for concern was the growth of gill-netting for cod. The Danes were quick to acknowledge that they had not controlled gill netting and were now worried. There was also a warning from Jim Lovie that this method of fishing was going to be difficult to contain in Scotland.

"This is the deadliest way of fishing for cod and you have handled the cod fishery very badly," Jim Lovie told the Danes.

**Cotton**  
Jim Lovie added that a start could be made on the gill net problem by bringing in legislation to restrict fishing to cotton nets.

The call for controls on gill-netters was echoed by George Crawford, who said that there were now 90 gill-netters operating from Northumberland.

"This gear has brought an entirely new way of living to many fishermen. I support this, but it must be controlled," he said.



The British team ready to leave for the last part of their visit to Copenhagen where they met Danish ministry officials.



ONE SCOT who is directly concerned with Danish fishing problems to Nell Innes from Buckie. He has been fishing on Danish boats since he married a local girl from Esbjerg 14 years ago. However, Nell has not been that far from home recently as his 33m. trawler Capricorn has been fishing for sprats in the English Channel. On the quay at Esbjerg, he told Fishing News that the fisherman's situation in Denmark had altered drastically since North Sea conservation measures were introduced.



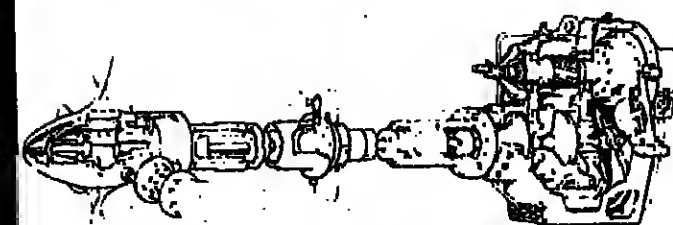
Above: Ever Vigliant Jim Lovie, chief executive of the Scottish Fishermen's Organisation, checks the note on a Danish trawler. Below: Fish buyers move in on the Skegen fish market. Note the hasty arrangements for the marking up boards.



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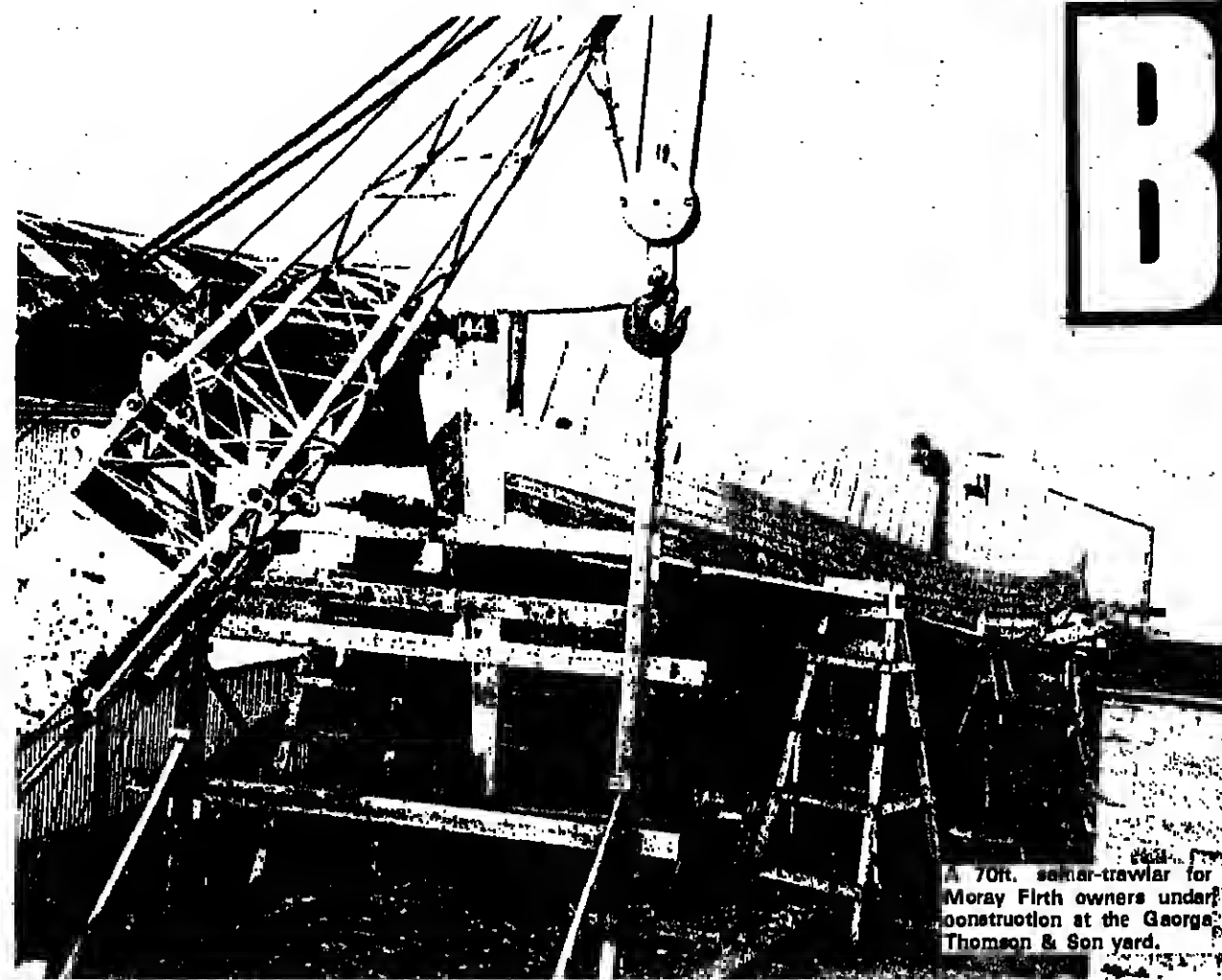
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# BUCKIE

## 12 boats on order

THREE boatbuilding yards at Buckie have 12 boats under construction or on order. During the past few months Jones Buckie Shipyard has booked three orders for wooden-hulled vessels and has had a lot of enquiries.

Two of the vessels on order are 74 ft. transom-sterned seiner-trawlers of traditional Scottish layout.

Designed by G. L. Watson and Co., they are to be built for two Lossiemouth skippers Mr. N. Stewart and Mr. E. G. Fiske. The keel for Skipper Stewart's boat is just about to be laid whilst work on the other vessel will begin next year.

Skipper Stewart's boat is to be powered by twin Gardner engines and her gear handling machinery is to include D. F. Sutherland winch and Loele seime rope reels and power block.

Equipment chosen for Skipper Fiske's vessel includes Caterpillar D353 propulsion engine, Sutherland winch and Loele Hydraulics rope reels and power block.

Both boats will have aluminium whalebacks and deck shelters.

The third vessel ordered from Jones is to be built for Mr. H. L. Holbrook of Bridlington, Yorkshire. With an overall length of 56 ft., she is of a new design from G. L. Watson and her keel is just about to be laid at the builders' yard in Lossiemouth.

She will have a transom stern and her equipment is to include Kelvin engine, Norwinch winch and Loele Hydraulics power block.

Work is now well under way at Jones's Buckie yard on an 80 ft. pair trawler being built for Denby Trawlers Ltd. of Grimsby. The hull is planked and deck beams are in place.

With a transom stern and beam of 23 ft., she is to a G. L. Watson design and will be

powered by a Kelvin 375 hp engine turning a Humber variable pitch propeller.

Trawl winch will be supplied by James Robertson and Sons (Fleetwood) Ltd. and the vessel is also to have fishroom chilling plant from Promac of Holland.

A spokesman for Jones told *Fishing News* that enquiries had come from as far afield as the Westcountry.

Vessels in the 58 ft. and 70 ft. size ranges appear to be arousing the greatest interest.

### Propeller

At the Herd and Mackenzie yard in Buckie five boats in wood and steel are at various stages of construction. All these vessels have been designed by the builders.

Yard No. 270 is a steel-hulled trawler being built for Skipper McKay of Fraserburgh.

Of round bilge hull form, she is to a new design and is a stern trawler layout with the superstructure forward. Overall length is 70 ft.

Propulsion will be provided by a 500 hp Kelvin engine turning a Finney controllable pitch propeller. Gear handling equipment is to include Jensen winch and net drum.

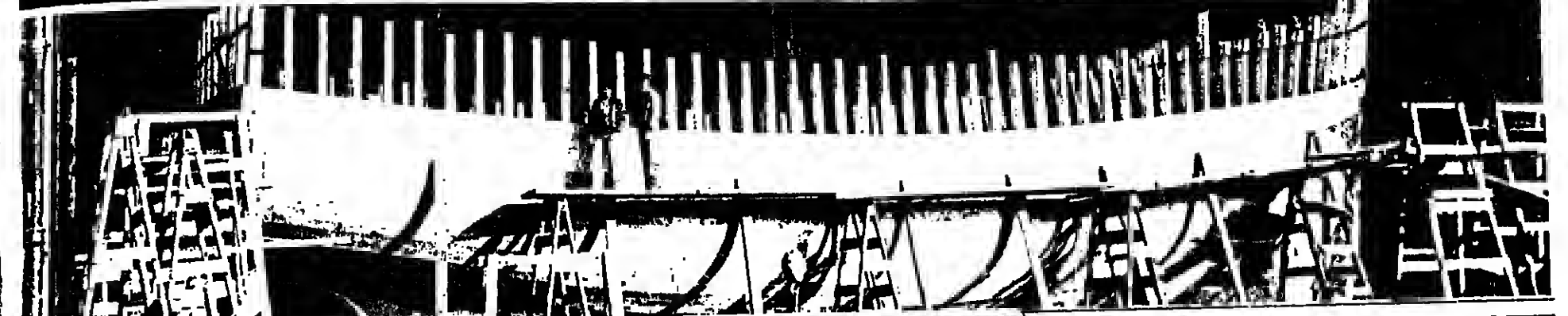
The vessel will be fitted with three fish tanks provided with a seawater circulating system.

A smaller steel vessel of stern trawler layout is under construction alongside Skipper McKay's boat.

The 54 ft. *Behati* being launched from the George Thomson yard. She is one of two steel ships built specially for pair trawling.

# YARDS BOOM

The two pictures below are of the 80 ft. wooden hulled trawler which is being built by Jones Buckie Shipyard Ltd. for Donhy Trawlers Ltd. of Grimsby. The hull is planked and deck beams are in place. The boat will be equipped with fishroom chilling plant.



Designated Yard No. 272, she is being built for Skipper A. B. Johnstone of Port Seton in East Lothian.

She will be powered by a Caterpillar 3408 engine of 385 hp.

With an overall length of 68 ft., she is of similar design to the very successful series of nine small steel stern trawlers built by Herd and Mackenzie during recent years, but she is also to be fitted for seine net fishing.

Her fittings are to include Northern Tool and Gear winch and Loele Hydraulics power block and rope reels.

Yard No. 273 is a 65 ft. wooden vessel for Skipper Andrew Flett of Hopeman, and she will be powered by a 315 hp Kelvin engine.

Yard No. 274 will be another 68 ft. steel stern trawler. She is being built to the order of Skipper Albert Watt of Girdenstown and will have a Caterpillar 3408 propulsion engine.

### Grimsby

The fifth vessel, Yard No. 275, is an 80 ft. wooden-hulled pair trawler for Riverside Trawlers Ltd. of Grimsby. She will be powered by a 375 hp Kelvin engine and will have a Promac fishroom chilling plant.

The third Buckie yard, George Thomson and Son, is building three wooden-hulled boats and has had a lot of enquiries. Two 54 ft. wooden-hulled pair trawlers — *Kedana* and *Bohali* — are now being fitted out. These are being built for Skippers Joe Aitken and Ian McDonald and are designed for pair trawling together.

Designed by the Napier Co. (Aberdeen), they are to be fitted with identical equipment.

The main engine will be a Volvo 280 hp unit turning the propeller in a Kort nozzle, and gear handling units will include Loele split net drum and Sutherland winch.

A 70 ft. wooden-hulled seiner-trawler of traditional layout is also on the stocks at the Thomson yard.

Designed by G. L. Watson, she will have a Kelvin 500 hp engine and will be fitted with Jensen winch, and Loele power block and cargo winch.

She is being built to the order of Messrs. Cowie of Buckie and Ritchie of Whitehills.

Two steel vessels being built at the Herd and Mackenzie yard. The vessel on the left is a 70 ft. stern trawler for Fraserburgh and right is a 58-footer for Port Seton owners.

Designed by the Napier Co.

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## MORE NEW CAT POWER

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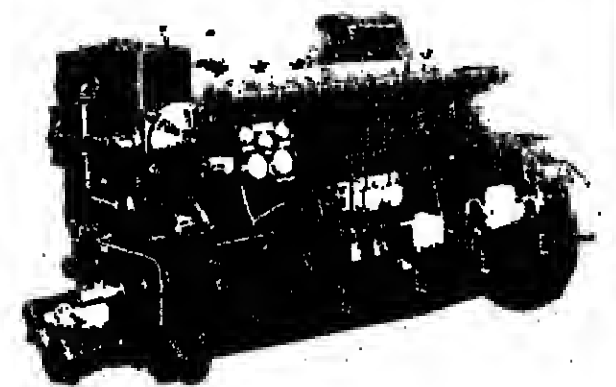


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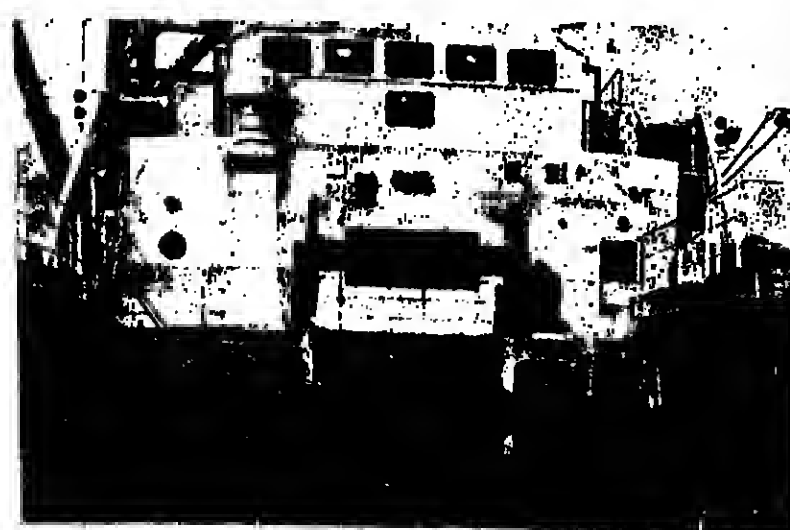
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## Sorting out sealants

"WE ARE in process of giving a fairly ancient wooden boat a complete refit and are somewhat bemused by the enormous range of sealing compositions available."

"We have no means of knowing which it would be best to use for preventing leaks through deck fittings etc."

"What we really need is a composition we can use both for sealing purposes and sticking things together. Can you recommend one which we are likely to be able to obtain locally?"

□ I think you will find that Dow Corning's marine silicone rubber sealant and adhesives would meet your need as well, if not better, than any other composition currently available.

It is easy to apply, is touch dry within an hour and, within 24 hours, cures into a firmly adhering, flexible seal

## John Burgess' Log



which will withstand any variations in temperature and weather likely to occur in British waters.

It can not only be used for sealing joints between wood surfaces but those between metal, glass, GRP and plastic surfaces as well. And it can also be used to bond pieces of these various materials firmly and permanently together.

It can be used both above and below the waterline, also it is resistant to acids and most other chemicals by which it is likely to be attacked in a boat.

In addition to being excellent for sealing and bonding

lays, ice, and areas which are dangerous on account of mines.

It provides information in detail about climatic conditions, currents and tidal streams, sea water temperatures and salinities.

A chapter on sea-bed characteristics describes the nature of the bottom all the way out from the coast to the edge of the continental shelf and beyond.

A complete list of all known charted and uncharted wrecks in the area is included. Details of each are given with the reliance to be placed on its reported position.

There are 735 charted and 570 uncharted wrecks in the area and, since it is not practical to show each individual position on a one page chart, the wrecks are grouped into coastal regions.

The regional limits and consecutive numbers of the wrecks within each region are shown on a plate, which facilitates plotting them in a particular region.

A chapter of particular interest to you describes marine life in the area. In it are described the species of plankton, fish, whales, dolphins, seals and sharks which frequent or migrate through it; also marine species which are dangerous to human beings.

There is a table listing the principal sources of marine biological noise such as the grunts of cod, the crackling of shrimps and the croaks of sea trout. There is information about noises made by herring, hake and eels as well. And, for good measure, there is a description of all marine borers and fouling organisms to be found in the area.

Fifteen plates supplement the many excellent illustrations throughout the text. From one of them you will be able to gain some knowledge of the bottom sediments in the area.

You can get a copy of the *Underwater Handbook* from Brown, Son and Ferguson Ltd., 52 Darnley Street, Glasgow S1, or any other agent for the sale of Admiralty charts.

□ The publication to which you refer is the *Underwater Handbook* (NP 625) — *Western Approaches to the British Isles* — published by the Hydrographic Department of the Navy.

Aim of the book is to present in a single volume, oceanographic, meteorological and miscellaneous data of a general nature pertaining to the area. Among all this is a wealth of information likely to be of practical value to the skippers.

Area covered is the north-eastern region of the North Atlantic Ocean bounded by latitudes 43 deg. and 58 deg. North, by longitude 32 deg. West and by the Atlantic coast of Scotland, Ireland, France and Spain.

The eastern boundary runs southward along the west coast of Scotland to the Mull of Kintyre, across the North Channel and along the northern, western and southern coasts of Ireland. The book tells you all about the geographical features of the area, the fishing activity in it, shipping lanes, cable

## Seats for helmsmen

A SHORT WHILE AGO a reader wanted to know where he could get a compact helmsman's seat for a new boat which he was in process of fitting out.

I told him he could probably get one from the nearest stockist of Simpson-Lawrence equipment. I have since learnt that the first stock of seats is exhausted.

Should you be in urgent need of a seat, you will be interested to know that another supplier of helmsman's seats is Telesonic Marine Ltd., 243 Euston Road, London NW1 2BT.

The company can supply both a compact seat suitable for fitting in small craft and a more elaborate one resembling the skipper's chair currently being imported into the UK.

## Baiting crawfish

"I AM going to set some pots with 9 1/2 in. diameter top entrances, in addition to the creels with 4 1/2 in. side entrances which I usually work, in the hope of catching crawfish."

"What would be the best kind of bait to use in them?" □ In an Advisory Leaflet issued not so long ago by the Irish Sea Fisheries Board's Fisheries Development Division, it was stated that experiments carried out off the coast of Donegal

demonstrated that fresh red gurnard is the most effective of all baits for catching crawfish.

The leaflet is called *Lobster Baits* and some other information in it may be of use to you too. It says that fresh red gurnard is the bait most favoured by lobster fishermen in that area, also that grey gurnard is favoured because, in addition to being

attractive, it has a skin as tough as a red gurnard's which makes it long-lasting in pots.

The experiments showed that fresh dab are excellent lobster bait and that strings of limpets threaded on wire are quite attractive.

They indicated that large catches of lobsters, crabs and crawfish are likely to be made if large, instead of small, quantities of bait are used in pots.

But they did not confirm the contention that stale bait is more effective for catching lobsters than fresh bait.

## Concrete ballast

"WE HAVE a steel-sided barge with an elm bottom that we use as a floating workshop."

"We have recently renewed the bottom and are wondering whether we can safely lay in inches of reinforced concrete, to serve both as ballast and a floor for machinery, or whether this might cause the wood to rot rapidly."

"What is your opinion?" □ I have consulted an experienced shipwright who claims to have ballasted many boats with concrete, about your problem. He says that if you apply two coats of black varnish to the elm and then sprinkle them with dry cement before you pour the concrete, there should be no risk of the wood rotting.

Personally, I think it might pay you to consider closely the respective merits of black varnish and a composition called Bitumen Resin Preservative for coating the wood.

The latter is a treated bitumen enamel prepared for the general protection and waterproofing of boats' bottoms and bilges. It does not craze nor become porous underwater.

It can be applied directly and easily to bare timber by brush. It fills and seals the grain, also toughens its surface. It penetrates and preserves wood and could also be used on the steel sides of your barge.

As it has powerful sealing properties, it would protect them effectively against corrosion. It is exceptionally durable and retains its water-repelling properties for several years.

I prefer it for all purposes for which I formerly used black varnish, but I do not know how the cost of using it for a job like yours would compare with the cost of applying black varnish.

You could find out, if you want, from the sole manufacturer: Geoff Watts Marine Composites, Sandhill, Russell Road, Shepperton-on-Thames, Middlesex.

Right: the anchor-seiner *Telona* will sail on trips to retake Humber deep-sea fishermen next year.

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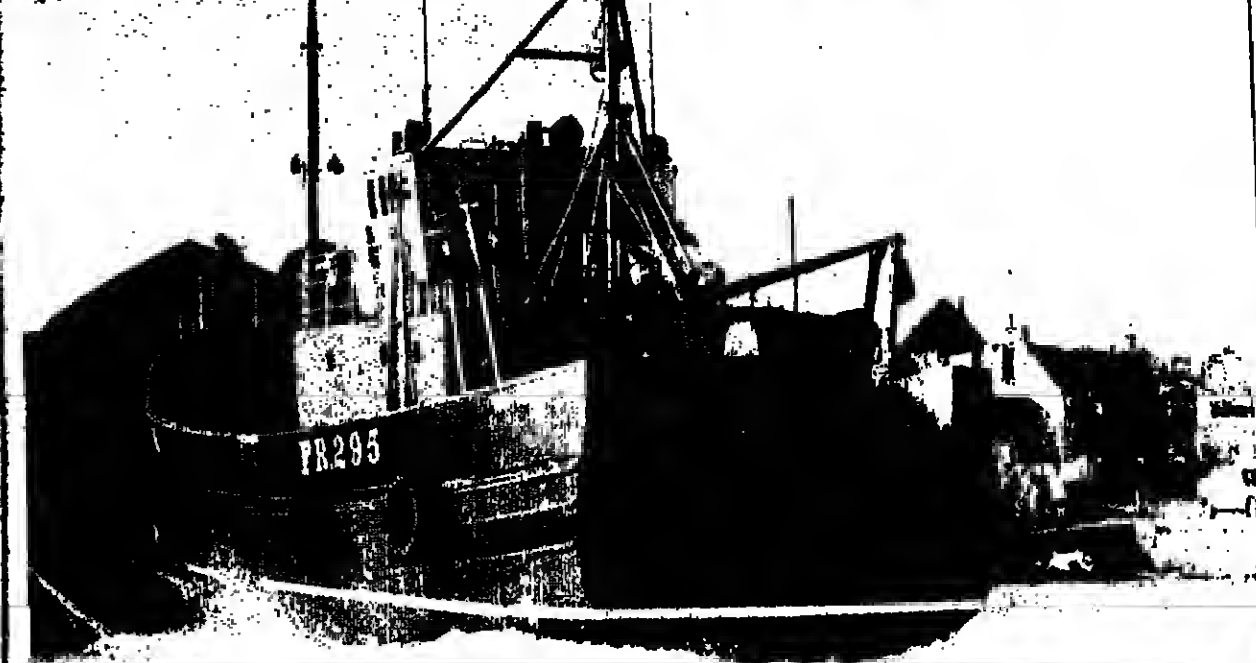
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## Cod War 'forgotten' PAY CREWMEN FOR LOST JOBS

GRIMSBY'S prospective Conservative Parliamentary candidate said last week that it was time the Government came up with a scheme for compensating the distant-water trawlermen who lost their jobs as a result of the last Cod War settlement with Iceland.

Robbie Blair is urging James Prior, Shadow Fisheries Minister, to put pressure on Albert Booth, Minister of Employment, on the issue of compensation for the men.

Many have been on the dole since British trawlers left Icelandic waters almost two years ago.

Mr. Blair says he is annoyed at the manner in which the Government has forgotten the whole settlement, especially the question of financial compensation to the trawlerman, after its political capitulation which resulted in the one-sided settlement.

He believes that the only way these trawlermen can be certain of their fair share of any compensation is to keep on signing on the dole so that they are still registered as unemployed.

water pelagic trawling from *Telona*, which will be under the command of the new course's chief instructor, Skipper Tom Christensen.

The vessel is for the Government-sponsored scheme devised by Grimsby Fishing Vessel Owners' Association to retrain redundant trawlermen in the operation of small boats in the North Sea.

The pilot scheme, due to start in January, will cater exclusively for Humber trawlermen, but may well be extended to other ports on a nationwide basis in 1980.

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## Trawler hits the water

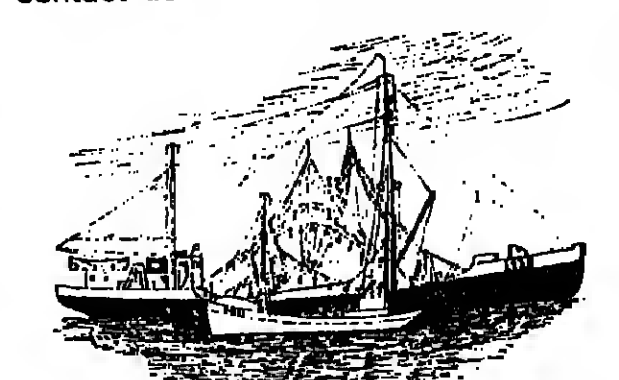
HITTING the water is the 74ft. wooden-hulled trawler *Constellation II* for Skipper Joseph Buchan of Fraserburgh. She is now lining out for single and two boat trawling.

The J. & G. Forbes of Sandhaven built boat is of unusual layout having the deckhouse set to port and the wheelhouse on the centre line. A Rapp net drum is fitted on the deck under the wheelhouse.

*Constellation II* is powered by a Kelvin 500 hp engine and other fittings include a Buthland trawl winch and Rapp power block.

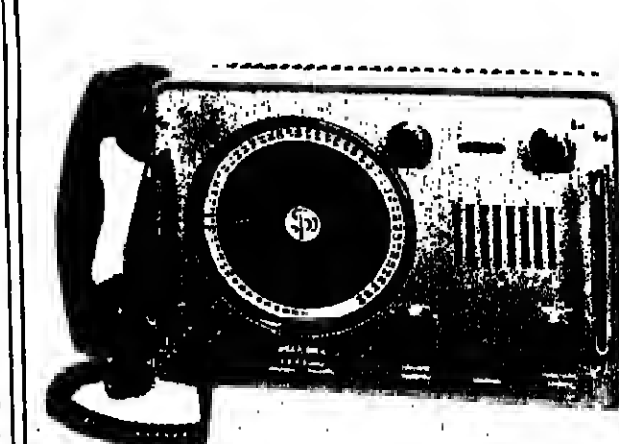
The vessel is scheduled for completion next month.

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ANY DECCA DEPOT

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**Hebrides seabed**  
"IN FUTURE I expect to be working to the west of the Outer Hebrides much more than I have done up to now."  
"It is an area which I know little about. However, I remember that you once mentioned the existence of an official publication which contains a lot of information about seabed characteristics and wrecks there."  
"I should be grateful if you would let me know what its title is and where I can get a copy."  
□ The publication to which you refer is the *Underwater Handbook* (NP 625) — *Western Approaches to the British Isles* — published by the Hydrographic Department of the Navy.  
Aim of the book is to present in a single volume, oceanographic, meteorological and miscellaneous data of a general nature pertaining to the area. Among all this is a wealth of information likely to be of practical value to the skippers.  
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**ANY QUESTIONS?**  
IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try to answer them if they are sent with a stamped addressed envelope for reply.

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**50 years ago**  
NOVEMBER 24, 1926  
ENTIRE crew of Rye lifeboat lost going to the aid of a Latvian steamer in a storm. The disaster has resulted in the loss of practically the whole of the fishing population of the little Sussex village. Eleven boats sink at their mooring at Bembridge, Isle of Wight, in same storm.  
ABERDEEN fish merchants went Italian trawlers to land at the port again. Eighteen Italian ships fished Icelandic grounds from the port with German crews.  
GRIMSBY Town Council to promote a Bill to raise £1,388,000 to build a new fish dock. London and North-Eastern Railway Co. would repay the loan through an annual rent.  
BRITISH fleet falls to 15,873 boats; 2,920 were steam vessels; 5,088 motor vessels; and 7,378 sailing vessels.  
GRIMSBY steam trawler *Max Pemberton* arrives at the port with a catch from the Icelandic grounds and

**WFA RATES**  
THE White Fish Authority and Herring Industry Board's rates of interest on advances made from November 11 are as follows:  
Fishing vessels: under 80ft. in length and new engines  
Loans for not more than five years 18 1/2%; five to 10 years 18 1/2%; ten to 15 years 18 1/2%; more than 15 years 18 1/2%.  
Processing Plants  
Not more than five years 14%; five to 10 years 14 1/2%; ten to 15 years 14 1/2%; fifteen to 20 years 14 1/2%.  
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OUTBOARD or INBOARD POWER!  
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Telephone: 762246

**... charter seiner gives new hope**  
THE GRIMSBY anchor-seiner *Telona* is being chartered to retrain deep-sea fishermen.  
The vessel is for the Government-sponsored scheme devised by Grimsby Fishing Vessel Owners' Association to retrain redundant trawlermen in the operation of small boats in the North Sea.  
The pilot scheme, due to start in January, will cater exclusively for Humber trawlermen, but may well be extended to other ports on a nationwide basis in 1980.  
Groups of five or six former trawlermen at a time will be given training in anchoring, fly-shooting and mid-water pelagic trawling from *Telona*, which will be under the command of the new course's chief instructor, Skipper Tom Christensen.  
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# Britain set to lose out as... FISH DEAL GOES TO THE TOP

THE UK's long running fisheries dispute with its eight EEC partners and the European Commission has finally hit the forefront of the European stage. Following the sudden and dramatic collapse of negotiations in Brussels on November 24, the subject will be referred to the EEC leaders at their summit meeting on December 4-5.

The Germans, who currently hold the presidency of the EEC Council of Ministers, are furious that the undertaking given by Mr. Callaghan to Chancellor Schmidt in Bonn in mid-October to settle the fisheries problem, has not been respected. They have invested heavily in reaching a fisheries settlement before their presidency ends on December 31. But it is not clear how the EEC leaders, who will be preoccupied with the much greater problem of introducing a European monetary system, (where the UK is again the black sheep) will find time to settle this complex and emotive issue.

Mr. Callaghan will have little room to manoeuvre. If he gives way, then Mr. Silkin will probably resign to lead the increasingly powerful anti-EEC left wing of the Labour Party.

The Fisheries Council began constructively with the

hopes that a settlement to the 24 year dispute was at last in sight. The other ministers were favourably impressed by Mr. Silkin's desire to spell out for the first time how much fish the British wanted to catch and where. To make matters clearer, Mr. Silkin produced a map with a 12 mile ring enclosing the UK, plus a shaded area showing where British fishermen should have preferential quotas beyond this limit.

Details of the British demands were not circulated to the other member states until mid-day on Friday. The reaction was swift and explosive.

Joseph Ertl, German Agricultural Minister and President of the Council of Ministers, reacted, "The British demands violate the Treaty." He asked, "Does Mr. Silkin want the UK to stay in the Community?" Ertl continued: "Hopes of reaching a settlement have fallen to zero. There has been no progress. I could have written the demands myself two years ago." Ertl's anger was partly due to the fact that his efforts to conciliate have been wasted.

On behalf of the other eight member states and the European Commission Ertl concluded that because of the nature and scope of the

UK's demands no further progress could be made at this level and the matter should be referred to the summit meeting. In an exclusive interview with *Fishing News* earlier this month, Ertl predicted that despite a mellowing in positions, the fisheries problem would probably end up at the EEC summit.

Other fisheries ministers supported Ertl in denouncing Silkin. Brian Lenihan, Irish Fisheries Minister, said: "It is high time Mr. Silkin realised that the empire is finished." This attack was all the more significant because Ireland at one time had a similar position to the UK on fisheries.

The French Minister responsible for fishing, Joel Le Theule, said that the British demands were a "Trevelyan". Silkin "was trying to negotiate the Treaty" and that the only progress is that the English had "put their turpitude in black and white." The Danish Minister, Svend Jakobsen, declared, "It is impossible to agree on a common policy when the British disregard the Treaty."

The two demands which provoked such a heated reaction were:

- The amounts fished by other member states within the UK 12-mile limit between now and December 31, 1982, should not exceed the 1977 levels. After that date fishing vessels from other member states would be excluded.
- Beyond the UK's 12-mile limit the amounts fixed by other member states should not exceed the 1977 levels. However, the quotas could be adjusted "to take account of variations between total international catches in that year and the TAC's..."

A German spokesman

despatched hot foot by Ertl from the Council Chamber on the 13th floor of the massive Chancellery building to see journalists waiting on the ground floor, explained that the British demands were "totally unacceptable," because they discriminated against vessels from other member states and broke the basic principle of equal access laid down in the Accession Treaty.

Speaking to journalists shortly after the abrupt end to the Council, Mr. Silkin expressed surprise at the strength of his colleagues' reaction. He said the demands were only intended to "clarify" British demand which had not previously been put down in writing and added that they were not the last word. He thus implied that they were a bargaining ploy, albeit an extreme one.

However, Mr. Silkin appears to have seriously underestimated the exasperation of the other ministers. Their bitterness may have been increased by a misunderstanding in that they thought that the British were trying to "freeze" their catches. Silkin pointed out that if stocks rise as a result of conservation policies, then allowable catches would also rise.

European Fisheries Commissioner Finn Gundelach, claimed afterwards that the Commission's proposals would, to a large extent, be satisfied by British demands. He said the proposed quota allocations would have given the UK a "certain preference" while the use of fishing plans would ensure they were enforced in a non-discriminatory manner. EEC officials claim that fish conservation and structure questions could probably be settled.

## COMMENT NO WAY TO TURN

BRITISH FISHERMEN are in a cleft stick following abortive talks on a Common Fisheries Policy, in Brussels, last week.

The proposals tabled by Fisheries Minister John Silkin, fall far short of what the industry requires and has been demanding. After giving him so much support through the past two-and-a-half years of negotiation, fishing leaders are now reluctant to disagree with him publicly. Even if they were tempted to, the alternative is that Prime Minister Jim Callaghan would move in and take the reins, which would spell disaster.

Expectation of any decent deal from the EEC is now nil. In stating that he wanted a 12-mile exclusive limit with foreign fishermen phased out over a four-year period, and special preference areas for British fishermen out to 50-miles, Mr. Silkin gave this as his maximum requirement.

The process of negotiation, which always ends up in a compromise, means that he can only retreat from this position. What we are going to end up with hardly bears thinking about.

Even the argument of no deal being better than the wrong deal is beginning to lose some of its significance. It is now being realised that fish stocks from British waters are going to become more depleted the longer talks go on.

The only real avenue of hope now left, is that since the EEC has rejected the containment of catches to the 1977 level, Mr. Silkin will take more unilateral action on conservation. A start could be made with the introduction of the postponed increase in mesh size for nephrops and an extension of the North Sea pout box... perhaps even a 50-mile limit.

Mr. Silkin's optimism that other member states are moving towards the British fishermen can cut little ice with the industry. The stance that the Government has adopted in no way reflects hopes and aspirations for a secure fishing future.

Perhaps there will now be some reflection on the part of those sections of the industry who turned a blind eye to what the implications of joining the EEC meant, back in the early 1970s. The message was loud and clear from a small band of English south coast and Devon fishermen who sailed up the Thames under the banner of the Fisheries Organisation Society. They knew that the aim of our "partners" was to erode even the 12-mile limit.

## Arthur J. Heighway —an appreciation

Just a year later, in 1981, he launched a new quarterly magazine, *Fishing News International*, which was produced on a monthly basis within a few years of its debut.

Throughout this time Arthur Heighway's contact with the United Nations Food and Agriculture Organisation convinced him that, in tandem with the world expansion of fishing, there was a need for solid technical books and he began laying the foundation for a subsidiary company — Fishing News (Books) Ltd.

Success in this role, revealed his great talent for being able to converse with fisheries experts, scientists and administrators at the highest level producing the wealth of their knowledge between the covers of books. By the time of his death, he had published over 100 books — many becoming standard reference works on fishing throughout the world.

In 1977 his achievements

were marked with the award of the FAO Ceres Medal "for services to mankind." Throughout these years, Arthur Heighway still kept a vigilant eye on his now highly successful newspaper and magazine interests. He was quick to see the growing importance of farmed fish as pressure mounted on wild fish stocks and in 1973, launched the quarterly magazine *Fish Farming International*.

In 1978, he decided to sell his newspaper and magazine interests and concentrate on the book side of his business, but still contributed a popular monthly personal column in *Fishing News International*, right up to the time of his death. Although on the last lap of his career when he started in the fish publishing world, Arthur Heighway contributed, by most standards, a lifetime's work to fishing and it is a measure of the man to glimpse something of his arrival in this country at the age of 52.

HARRY HARRIS

December 1, 1978

# The end for Humber deepwater fleet

THE ENTIRE distant water fleets of wet fish trawlers on Humber-side now look certain to have been completely squeezed out of fishing by the end of the year.

This sharp decline in the numbers of distant water trawlers from over a hundred four years ago was pushed to the very brink of extinction last week when Hull's only operational vessel, *St. Giles*, came back to an iceless port with one of the smallest White Sea trips ever landed

there, whilst at Grimsby *Phantom* and *Prince Philip* were laid-up by the Boston Group after disastrous Norway Coast trips.

If, as seems likely, *St. Giles* is also withdrawn to join the already sizeable fleet of laid-up tonnage at Hull, then the only distant water trawler still working from the Humber will be Grimsby's solitary stern trawler *Boston Halifax*, and she is to be transferred to Fleetwood at the end of her present trip in line with the Boston Group's decision to quit trawling operations from Grimsby by the end of 1978.

In Grimsby a spokesman for the Grimsby Fishing Vessel Owners' Association told *Fishing News*: "The outlook is very gloomy indeed. At the moment with so many

bottom trawling and will be one of the most sophisticated vessels ever built in this class. Two sonars, including a long range unit, are expected to be fitted along with two redars and a gyro-compass.

Main power will be from a Mirreless-Blackstone 1200 bhp engine and the RSW tanks have a capacity of 140 cu. m. Delivery is scheduled for May next year.

The 105ft. vessel will be equipped for mid-water and

firmly switching their freezers from the conventional distant water grounds to home water fishing for meckerel there are a few north-east Arctic licences available which under normal circumstances the wet fish fleets could use.

"But as you will have seen from recent trips landed from the Barents Sea and the Norwegian coast everyone is losing money on these trips and there comes a time when even with the best will in the world you must call a halt."

"Fishing has always been a cycle of pits and troughs succeeded by peaks of prosperity, but since we no longer have any say in the international situation the distant water side of the industry has been allowed to slowly rot away whilst the politicians continue this endless round of arguments."

"It's rather like giving a child just one toy to play with; everything is fine until it breaks it and then the trouble starts. Similarly with distant water fishing if you can't work over one region and suddenly your trawlers start coming back with hardly any fish it is only a matter of time until you are forced to lay them up."

Informed sources estimate distant water trawlers currently require upwards of

£1,500 per day to break even with the really large vessels looking for grossings around the £40,000 per trip before they can start thinking in terms of profitability.

With most distant water trips struggling even to make £20,000 per trip over the past month it comes as no real surprise that such well-known distant water firms as BUT, Boyd, Consolidated Fisheries, Newington and Merr have withdrawn their fleets from this loss-making venture and the advent of 1979 will probably see the long tradition of deep sea trawling for fresh fish from the Humber completely severed.

The move for Consols last three trawlers came as no real surprise, as the Grimsby firm had announced its intention to phase-out its trawling interests and concentrate on small-boat fishing in the North Sea after buying-up the successful 'Borg' fleet of ten anchor seiners from the Boston group at Hull last spring.

One of the oldest fishing vessel owners at Grimsby, Consols at one time operated the largest single fleet of steam trawlers in the UK amounting to well in excess of 100 vessels, operating from bases at Lowestoft, and Milford Haven in addition to Grimsby.

PRINCE PHILIP, one of two distant waters laid-up at Grimsby being towed across the docks to the North Well after landing only 570 kils from a 23-day Norway coast trip.

## MONSTER PURSER

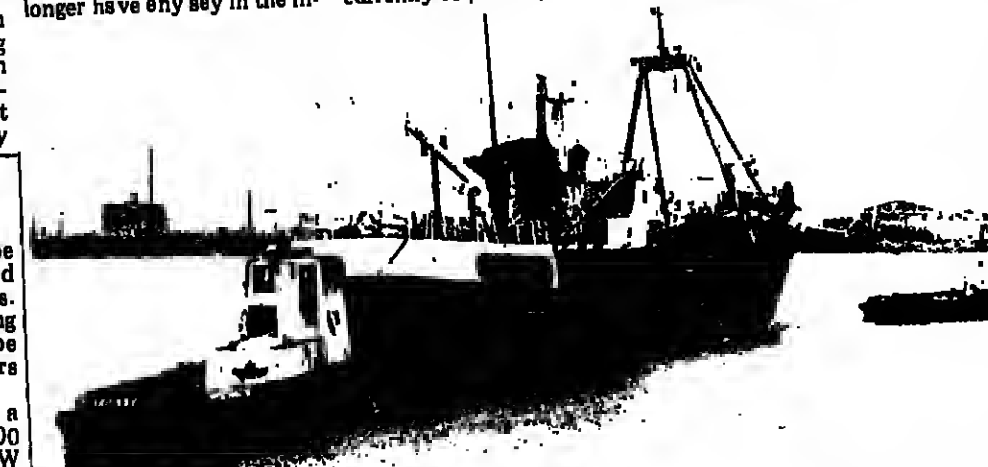
From page one  
pursuer from Norway — the 150ft. *St. Irene*.

Signs that the Humber is set for a big investment in new boats also come from Boston Deep Sea Fisheries at Hull. This firm has ordered a new trawler, fitted with refrigerated seawater tanks, from Richards (Shipbuilders) Ltd. of Lowestoft.

The 105ft. vessel will be equipped for mid-water and

bottom trawling and will be one of the most sophisticated vessels ever built in this class. Two sonars, including a long range unit, are expected to be fitted along with two redars and a gyro-compass.

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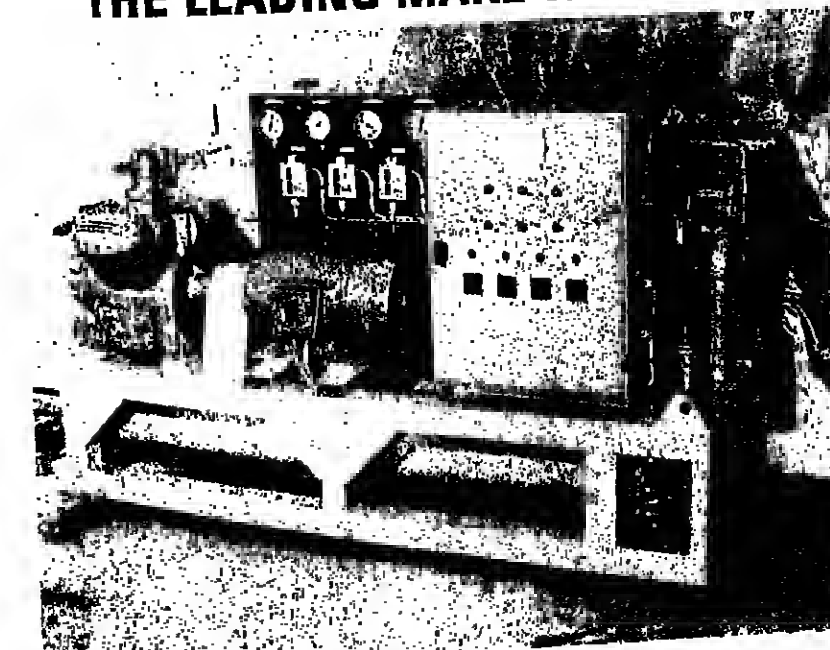


PRINCE PHILIP, one of two distant waters laid-up at Grimsby being towed across the docks to the North Well after landing only 570 kils from a 23-day Norway coast trip.

## BOLSONES R.S.W.

(REFRIGERATED SEA WATER)

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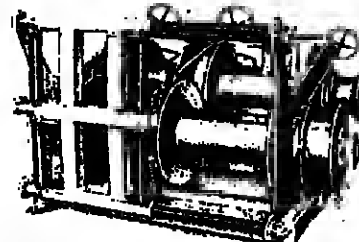


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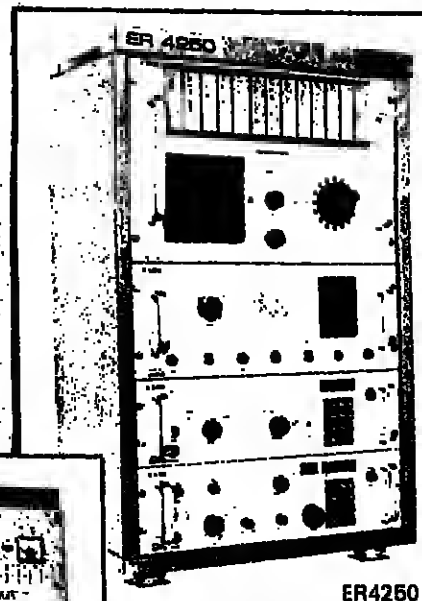
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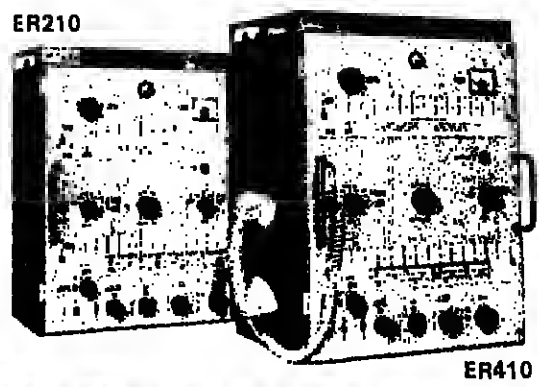
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# BLANK TRACES TELL THE FATE OF MACKEREL

SIR, I was horrified to read the headline 'Mackerel can take the onslaught' in *Fishing News* last week. The sub heading 'Severe decline in new report' just about sums it up!

On their own admission the 1974 survey of the overwintering stocks was felt to be inadequate. You can say that again!

The stocks that year were at their peak, ask any local fisherman. Massive marks were all over the area then, but schools like them have not been seen since.

I know, I saw yards of blank echo sounder paper every day. If a survey was carried out now, when the winter season used to be in full swing, it would be a very different story.

This hitherto unexploited stock has had a terrible hammering in the last two seasons, and has been drastically reduced. If the 1974 survey's findings have contributed to the calculations for the TAC for this year, then the mackerel is heading for extinction.

Anyone who witnessed the tagging operation would at

## LETTERS

best class it as pathetic. Half-a-dozen leeb eslesters were catching large mackerel on rods and lines, then they held them in a tank long enough to tag and release them before they beat themselves to death!

No doubt a very high proportion of these fish died anyway. And the acoustic survey vessel probably marked the same school several times!

I am not knocking the scientists as they are doing the best they can. It's the lack of funds available to them to do the job properly that is wrong — and that's Government policy.

Our fishery research programme must be unique in that some of the survey teams have to charter vessels from connoisseurs of businessmen, and fishermen. If and when they have the funds!

I have been involved in several surveys, but the scientists just cannot afford the assistance to evaluate our fish stocks properly.

The TAC must be some sort of a joke anyway. We don't

have enough fishery officers to supervise the headlining of fish, so who knows the size amount put aboard except the skipper who has caught it, and the buyer who buys it?

Dumping at sea should be banned immediately; vessels should be forced to lose fishing time until the processing ship can take their catches. At present they dump what they cannot handle, then go out to catch more to return when the processor can take it.

Gross mismanagement of the mackerel stock is occurring now. I suppose it will be when the stocks have fallen to the levels of herring that, perhaps, officials will admit they over-estimated.

Why was no debate allowed in the House of Commons when Robert Hicks asked if one? Government policy, or perhaps they did not consider one of our last resources of fish to be worthy of debate?

My view is unbiased. Although I moved to Cornwall for the mackerel fishery, I don't even fish for it anymore! MARTYN MELHUIS, 7 Tragallick Road, Gerrans, Portscatho, Truro, Cornwall.

## ... action too late

SIR, With due respect to the scientists who produced the report on south-west mackerel stocks, fishermen earn their living by catching fish as they find it, not by the expectations and predictions of scientists.

Like the weather forecasting, they can be right or wrong. If wrong — as has been proven many times over the years in fishing — it is fishermen who suffer.

As a young member of Cornwall Sea Fisheries Committee in the late 1940s, I attended a lecture on herring research by a Dr. Hodgson of the Fisheries Laboratory, Lowestoft, with reference to the North Sea herring stocks. He stated that there was no

possibility of the herring stocks being depleted by trawling, etc., because of the vast shoals in the North Sea. Before his retirement, however, he knew the depletion was happening.

The report, *Cornish Pilchards and Its Fisheries*, Lowestoft Laboratory, November 1985 says: "Masses of exploiting fully the abundant stock of pilchards in the English Channel have yet to be found".

It was estimated by Dr. Cushing of the laboratory that, according to the eggs found, there were approximately 800,000 tons of pilchards in the English Channel. It would seem to be proved that there have been ways and means of exploiting these pilchard stocks.

## GILL-NETTING 'NONSENSE'

SIR, What ardent nonsense is spouted by our representatives to Denmark (*Fishing News*, November 24). They rightly condemn the Danes for their fishery policy and then, to soften the blow to the Danes, go on to condemn the small inshoremen on the Northumberland coast.

Surely any form of gill-netting must be more discriminatory than any form of trawling. Gillnets for cod are usually five or six inch mesh, so any small fish below the accepted minimum can normally swim through.

A few undersized fish do get caught, but not in the quantity found in prawn trawls or in any other sort of trawl.

Perhaps we should remember that SFO chief executive Jim Lovie once recommended that trawlers shouldn't have any limits. Is it that he is jealous of the inshoremen and can't stand to see them make a living at any price?

Perhaps we should go back to cotton trawls or manilla. At least it would revive the horrid

I would ask the following questions: Is there a fish stock anywhere in the world which stand up to present methods and equipment?

With so much emphasis on scientists on eggs found in research, what conservation, if any, is being applied to herring spawning grounds?

Surely heavy ground trawling, etc., in such areas could do much more disastrous to stocks than catching small fish.

I witnessed the destruction of herring spawning grounds in the Bigbury Bay area off Plymouth many years ago. Lumps of spawn the size of a bucket, all oiled together, were brought up in trawls — gallons of liquid spawn had to be scooped off on the grounds before the fish could be seen.

Scientists again stated that this had little effect on the herring stock and refused, until it was too late, to advise that the bay should be closed for herring trawling. In a very short time no herring was to be found in Bigbury Bay.

The mackerel will go also. The fishing last summer and during this winter has been by far the worst we have experienced. On certain days some boats have returned without a single mackerel on board.

Conservation will again be too late. Little notice is given of professional fishermen. A. J. PENGELLY, SEM, East Looe, Cornwall.

Ring Myra

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and others who

Classified: A1 for

next week's issue

\*\*\*\*\*

## Mine caught in the trawl

A BIG haul by the Grimsby inshore trawler *Stremoy* fishing 12-miles off Hartlepool on November 18 turned into a nightmare catch when the trawl came up complete with a 500 lb. mine.

Skipper Dave Horsley immediately radioed for guidance and coastguards advised him to put back to Hartlepool where they would arrange for *Stremoy* to rendezvous with a Royal Navy Bomb Disposal Unit from Scotland.

After gently coasting back, *Stremoy* lowered her dead haul on to the seabed in shallow water about one-mile off Hartlepool and

marked the spot with a buoy.

The following day an RN team detonated the mine and, afterwards, a senior RN bomb disposal officer said the 21-tonner and her crew had had a "lucky escape" as the mine could have exploded at any time.

Also making an explosive bang last week was the wreck of the former Grimsby anchor-seiner *Arcona Champion*, which sank off Grimsby in thick fog a year ago after colliding with the Hull distant water trawler *Falstaff*. Her three-man crew was picked up uninjured by *Falstaff*.

The work was put in hand by the British Transport Docks Board to clear the channel.

Explosive charges were placed on to the remains of the wooden anchor-seiner by experts working from the launch *Jenny Reclaim*.



## PEEL SCALLOPER GOES DOWN

# Crewman slips away as skipper loses grip

ONE MAN was lost and another dramatically saved on Friday night when their 30 ft. scallop dredger sank in a heavy swell two-miles north of Peel, Isle of Man.

Skipper Jimmy Connolly, a Manxman of Peel, was plucked from the icy seas after clinging to a wooden table for half-an-hour. But

the only crewman, 25-year-old James Greer of Donaghadee, Northern Ireland, was drowned.

The GRP-hulled vessel *Ellen Sheont* was reported to be shipping water at around 5 pm on Friday, and Skipper Connolly sent off flares and switched his radio to distress.

Half-an-hour later their boat sank and both men jumped into the sea without life-jackets. Mr. Greer is thought to have been injured. Skipper Connolly held on to him with one arm while clinging to the table with the other.

Peel lifeboat was launched, but by the time she got there, Mr. Greer had slipped away. The skipper was holed

aboard suffering from shock until nearly one am on Saturday.

The entire Peel fishing fleet turned out to hunt for the missing man and, rejoined by the lifeboat, conducted a

fruitless even-hour search until Monday afternoon when further items were found on Grian Moar beach, four miles off Peel, on the island's west coast.

Mr. Greer, had lived on the island for a year, after leaving his native Ulster where he was injured in a bomb blast. Skipper Connolly (36) was discharged from hospital on Sunday.

Left: the GRP-hulled *Ellen Sheont* which sank off Peel.

## SIX-FIGURE YEAR

THE outstanding achievement of a Lowestoft inshore trawler which has grossed over £100,000 this year has been recognised by a quayside presentation to her four-man crew.

The vessel which has set a new record for Lowestoft's inshore fleet is the 79ft *Semper Crescendo* owned by Roger Klyne.

"It has been a consistently good performance throughout the year," said Carl Beare, manager of Noss Point Fisheries, agents for the vessel.

Mr. Beare presented inscribed silver tankards to the skipper, John Warren and

the three crewmen Douglas Gee - mate, Cliff Walton - chief engineer, and deckhand Eddie Wigg.

Most of the trip by the vessel this year have been of four or five days duration, fishing grounds off the East Anglian coast.

Her most successful trip came in September when a 4-5 day spell at sea produced £4,500 gross.

Her owner Mr. Klyne was at sea at the time of the presentation on another of his inshore trawlers the *Semper Fidelis*. When he returned to port he was presented with an inscribed silver tray.



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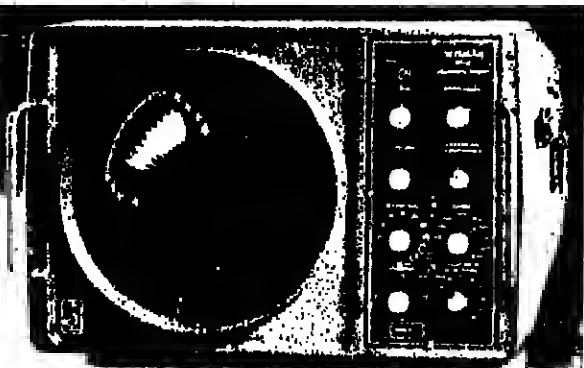
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## End of season social

AN END-of-season social evening for Tweed salmon fishermen was held in the RUM Punch on Restaurant at Berwick last weekend. Dominoes and dart competitions were organised and there was a buffet instead of the normal formal dinner. Pictured right enjoying a pint are Tweed fishermen Mr. J. Yule, Mr. G. Easton, Mr. D. Renton, Mr. A. Robertson and Mr. J. Hastla.



## FIGHT AGAINST THAMES EEL TRAWLING BAN

ESSEX fishermen fear their lucrative eel fishing may be restricted by a proposed bylaw which aims to end eel trawling in the Thames estuary. Fishermen from Maldon and Burnham, who catch eels during the summer months, hope that they can win a reprieve from the proposed bylaw which is still in its draft stage.

The bylaw — to prevent trawling for eels — is being

made by the Thames Water Authority in a bid to protect salmon and trout which have returned to the cleaner waters of the Thames in recent years.

The authority wants to ban fishing for eels with nets because they fear catches of salmon and trout will also be taken which would hit stocks. Already local fishermen are objecting to the proposed bylaw. Maldon Oyster Fishermen's Association has strongly objected to the proposal which it considers would seriously affect the summer livelihood of some members.

## 'Andrew Wilson' back at Milford

MILFORD Haven's trawler fleet has been increased by the purchase from Fleetwood of the 108 ft. trawler Andrew Wilson by former Milford skipper Bruno Links. He already owns the former Fleetwood trawler Westerdale.

The vessel sailed from the Lancashire port this week under the command of Skipper Jim Brodie — one of Milford Haven's most experienced fishermen.

Andrew Wilson leaves the Hazel Fishing Co. — one of Fleetwood's best-known near water operators — without any vessels. It also means that the vessel has turned full circle by returning to the port for which she was built in 1959. Her original owners were Pattit and Youds and she was commanded from new by the late skipper, Jack Ryan.

She was built for fishing the south of Ireland grounds, but as the area declined she began working in the Minch.

With the decline in Milford's fishing industry she was eventually sold to Fleetwood, where she was commanded by skipper-including Fred Thompson and John Banks.

The general opinion is that the authority's major programme of re-stocking the Thames with trout and salmon will not commence for another five years.

There are fears that the water authority will issue a licence which will stipulate certain conditions severely restricting eel fishing using nets.

One local fisherman said: "Until we find out what this means we cannot really say what moves we will make to fight the ban, but we demand the right to fish for eels like our fathers did and their fathers before them."

While the local Sea Fisheries Committee has objected to the plan and at its November quarter meeting it was informed that following its objection, the Thames Water Authority is now prepared to reconsider the ban.

However, the committee had asked for assurances that Essex fishermen would continue fishing as they always had done.

The Thames Water Authority has told the committee that local fishermen will be allowed to continue eel fishing "until such time as it appears that it might be necessary for some conditions to be imposed on them."

## New shed plan at Fleetwood

FLEETWOOD Fish Transport's loading shed may soon be replaced because it is in need of major repairs.

The company's lease of the British Transport Board is due for negotiation and the firm is considering whether it is better in the long term to demolish the old building.

Harry Fairbrother, chairman of the FFT, said that the company is liable for repairs under their lease and since the ground was in such condition that quite a lot of money would have to be found shortly.

"It just may be possible to put up a fresh structure designed for modern conditions."

"Last year we combined our resources with Hull's Lowestoft to provide a special distribution area. This has made major improvements in our overboard and working costs."

## fishing news

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## CATCH GAIN IN THREE YEARS

TOUGH measures on lobster fishing in England and Wales are proposed by scientists in a consultative document being circulated to sea fishery committees.

These recommendations to increase catches in the long term are:

- (1) Minimum legal landing size to be increased to 86 mm carapace length;
- (2) Improve enforcement of the minimum legal size;
- (3) Survey should be carried out in 1979 to assess fishing effort by all lobster fishermen, including part-timers and hobby fishermen.

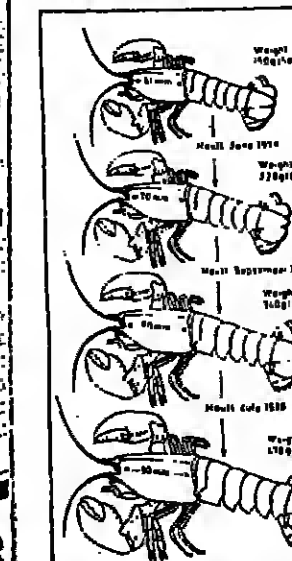
These proposals follow extensive research around our coasts by staff of the Fisheries Laboratory at Burnham-on-Crouch, Essex.

In recent years, 2,272 tagged lobsters have been released off the E and NE coast of England, and 1,638 off the Welsh coast, to estimate growth rates and look for migration.

In addition, catch and effort statistics have been collected and lobster catches examined to determine the size composition, sex ratio and the proportion "berried" (carrying eggs) in all the major lobster fisheries.

Results of these studies, together with other biological research, have enabled scientists to predict that an increase in landings could be achieved by raising the minimum legal size from the present 80 mm carapace length to 86 mm.

An increase could result in



Growth of a juvenile lobster, predicted from Norfolk and Yorkshire tagging returns.

## Raise minimum lobster size, say scientists

long-term rise in yield ranging by area from 4-17 per cent. There would also be a considerable increase (10-51 per cent) in the weight of the stock on the grounds, while egg production would increase by well over a third in most areas.

Raising the minimum size would protect more of the breeding stock and this could result in even larger increases in yield several years later.

The MAFF scientists appreciate that an increase in the minimum size must lead to some immediate losses in landings.

The time taken for catches to show the predicted gains depends upon growth rate. Lobsters at about 80 mm (4lb) carapace length moult once a year on average, increasing to around 90 mm (11lb). So, the 6 mm increase in minimum size is only half an annual moult (see figure).

It has been possible to estimate that the immediate losses would average 15 per cent in the first year and 5 per cent in the second; gains should begin to appear in the third year. Such losses are within the range of natural fluctuations in catches by fishermen from year to year.

It is believed that lobster prices could increase to compensate for the short-term reduction in supply and more of the higher priced select lobsters would be landed.

Enforcement of the minimum legal size has been helped by the change in 1976 from the 9 in. total length measurement to the equivalent metric carapace length of 80 mm. However, it is still not difficult to find undersized lobsters in the landed catches, with as many as 9-18 per cent being observed in some areas.

The scientists make the point that the only regulation protecting lobster stocks is the minimum size and this

must be effectively enforced if the stocks are to withstand increasing fishing pressure.

Present high exploitation of lobster stocks also causes concern to the scientists. They believe that there has been an increase in the number of pots worked by full-time, part-time and hobby fishermen in recent years.

The lobster stocks are only

capable of supporting a certain level of fishing effort and, in many areas, they consider this has been exceeded.

The third proposal in the report is that the MAFF should undertake a survey of the numbers of full-time, part-time and hobby fishermen catching lobsters, and assess the level of fishing effort (in pots in use) during

the 1979 fishing season. This information is required because no accurate figures exist on the present level of fishing in the valuable lobster fisheries around our coasts.

Considerable concern has been expressed by fishermen and merchants at falling catches in many traditional lobster fisheries. The report stresses that a rapid recovery cannot be promised but an increase to 86 mm, together with effective enforcement to ensure that small lobsters are not landed, would make the stocks more robust and better able to withstand the present high fishing pressure.

Similar assessments by scientists from the DAFF laboratory at Aberdeen suggest the increase to 86 mm carapace length would be of long-term benefit to most, if not all, Scottish lobster stocks.

Copies of the report are available from the Fisheries Laboratory, Burnham-on-Crouch, Essex.

## IRISH INSHORE GROUP

IRISH inshore fishermen plan to set up their own national organisation.

Representatives attending a meeting in Galway claimed that inshoremen provided at least half the value of the national catch.

According to fishermen at the meeting, who set up a committee to arrange the formation of a national organisation, inshoremen have not been adequately represented.

The men operate trawlers of up to 40 ft. and are worried that their future could be threatened by lack of Government interest.

Their demands were not made clear at the meeting, but it is understood that they will involve the issuing of licences to cover lobster, crayfish and scallops to protect the species.

## COOL FACTS:

The lowest temperature ever recorded in Norway was -51.4°C at Karasjok in January 1888.

Some other record lows recorded by the Meteorological Bureau (numbers in brackets represent the first year temperatures were recorded):

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February, 1969.  
Oslo (1937) -28.0°C,  
January, 1941.  
Tromsø (1920) -18.4°C,  
February 1988.  
Verdø (1887) -23.7°C, February 1966.



Roros -50.4°C,  
January 1914.

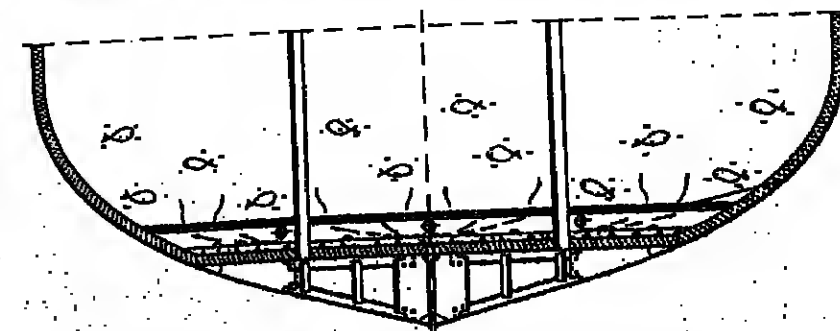
So if you think freezing temperatures are concentrated in the North you'd better think again... However, our record lows look pretty tame on an international scale. The world record — fortunately not recorded on Norwegian thermometers — was set in Vostok, Antarctic, On August 24th, 1960 the thermometer there dipped to 88.3° below centigrade. How's that for cold!

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## No merger — says FOS

THE FISHERIES Organisation Society has dissociated itself from an announcement by the National Federation of Fishermen's Organisations (Fishing News, November 24) of its willingness to absorb FOS members and establish headquarters of a new body at Grimsby.

FOS vice-chairman, Alan Spencer, told Fishing News this week that there was no question of a merger with the NFFO. FOS members would decide their next move at the annual general meeting which was due to be held yesterday.

Commenting, the general secretary of the FOS, Ernie Hamley, said that the NFFO view did not accord with the

society's interpretation of the outcome of earlier talks. The FOS stresses that, with its 120 affiliated groups, coastal coverage is wider than that of the NFFO.

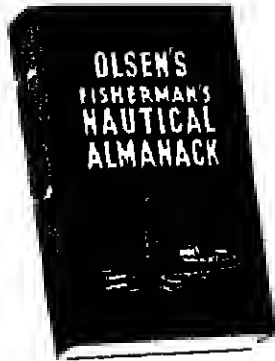
"The FOS is anxious to ensure that future policies follow what the catchers want in co-operative development of the inshore fishing industry," said Mr. Hamley.

The governors of the FOS will now be carefully considering whether talks might lead to the federation joining with the FOS to form a new united inshore body. Mr. Hamley added that such a move would require centrally located headquarters, which are essential for trade contacts and communication with Government bodies.



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## Buoyant working jacket

THE IRISH SEA Fisheries Board's consultant on safety at sea — Commodore Tom McKenna — has been quoted as saying that the board had set itself the brief of finding a way to build effective buoyancy into protective clothing normally worn by fishermen.

He hopes that some tragedies could be avoided when fishermen go overboard if they wear 'floating clothes'. Others seem to have set themselves the same objective, too. And Cosalt Ltd. considers that a company in Canada has achieved its aim. For it is importing a buoyant working jacket in big quantities.

In design it resembles a donkey jacket but, instead of being made of wool, it is made of nylon lined with closed-cell



## Fitting exhausts

"WE ARE about to install an engine in a wooden beach boat, but are in doubt as to whether it would be best to fit the exhaust pipe vertically or horizontally."

"Could you tell us what are the advantages and disadvantages of either method?"

If an exhaust pipe is installed vertically, fumes are dispersed where they are not likely to blow back inboard and become obnoxious.

Less noise generally emanates from a vertical than from a horizontal exhaust end — an important advantage from your point of view — no sea water can run backwards through it into the engine.

If an exhaust pipe is fitted vertically, engine cooling water cannot be discharged through it and a separate pipe has to be fitted. A vertical pipe is not a thing of beauty and, at times, may cause an obstruction.

If a hinged flap which opens automatically when the engine is started and closes when it is stopped, is not fitted, rain water has to be kept out by placing a mug or something over the top of the pipe — one more item to be remembered when leaving the boat.

## ANY QUESTIONS?

IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try to answer them if they are sent with a stamped addressed envelope for reply.

## ... and lagging

"WE ARE thinking of lagging our engine exhaust pipe with GRP laminations. Would this be as effective as lagging it with asbestos?"

I think not. A reader of *Fishing News* once had his 180 hp Caterpillar engine's exhaust lagged with GRP and it soon went up in flames.

"Within 45 minutes of

steaming at full throttle," he said afterwards, "the engine room was ablaze, the lagging had burnt completely away and the engine cooled and instrumentation wiring was destroyed."

## Pelagic trawling

IF YOU ARE interested in one or two-boat mid-water trawling, or catching fish near the bottom but not close enough to use a demersal trawl, a new book will be of value.

It is called *Pelagic and Semi-Pelagic Trawling Gear* and has been written by John Garner for a specific reason. The author believes that the most desirable way of obtaining the maximum sustainable yield from stocks of fish, and of conserving them, is to use highly efficient gear. The sid of the most modern fish finding devices allows you to be selective about what you catch. Indiscriminate death or damage to immature fish will be avoided.

His aim in writing the book — and in illustrating the text with his own excellent drawings — is to show the most advanced trawls and gear for catching species which are to be found between mid-water and the surface, and the most advanced equipment for catching those which may be found near but not on the bottom.

He describes the development of pelagic trawls; examines existing net patterns and new concepts; and gives specifications of single boat pelagic trawls and various towing assemblies.

Succeeding chapters contain information on other boards and assembly procedures; notes on lighting procedures; semi-pelagic and single boat dual purpose trawls; pelagic pair trawls and on selection of mesh sizes.

Format of the book is square so that large scale illustrations can be reproduced. Every detail of every drawing is so clear that you could use one as a guide to rigging a net or assembling gear.

It is, therefore, a book which will not only be thought-provoking to gear technologists but of practical value to skipper-owners seeking to improve their own gear.

Published by Fishing News Books Ltd., 1 Long Garden Way, Farnham, Surrey GU10 2PH. Price £29.50 plus 5p per cent for packing and postage.

have been dependant on local fish buyers for prices of their fish and gear. Large sums of money also to be spent on improvements to harbour.

MILFORD Haven fishing fleet survive rougher weather in Atlantic for many years without loss of lives and little loss of equipment. Some men even given-up hope of ever reaching home.

RATES to be charged for use of Top Fish Harbour — near completion — discussed at meeting of Marazion Harbour Commissioners and Ministry.

BOAT building boom in Banff and Macduff. Zulu, Fife and Angus stann types. Population has spread as far as Skye.

# JOBS THREAT—PORT LANDINGS PLUNGE

AS FISH landings at Grimsby fell to less than 10,000 kits last week, the worst since January, merchants warned that unless the situation improves very quickly there could be redundancies before Christmas for shore-based process workers.

Only 696 kits were landed from three North Sea trips and three inshore last Friday and with overland supplies equally short streams of fillets were sent home early because there was no fish for them to process.

It was the second Friday in succession that workers had been laid-off because of an acute shortage in wet fish landings and highlighted another disastrous week for the port's tawler owners with continued bad weather and slack fishing on most grounds selected by yet another run of dry trips.

The gamble by Boston Deep Sea Fisheries in putting *Phantom* (Sk. Ray Duns) back off the Norway coast, after being laid-off since August, misfired completely and the hapless 142-footer came up with only 469 kits, including 210 of haddock and 170 of codstuffs after 25 days which grossed £19,225.

The losses incurred were described as "heavy" as were those on the Group's other distant water sidewinder, *Prince Philip* (Sk. Frank Gray), which did slightly better with a 570-kit turnout, including 260 of codstuffs and 125 of haddock, from a 23-day trip to make £21,581.

Both trawlers were laid-up again at the end of these trips and are unlikely to fish from Grimsby ever again due to the closure of the firm's trawling interests at the end of December from Grimsby.

In the middle near water sections BUT's *Ross Leopard* (Sk. Jimmy Brown) worked wonders off the Scottish coast to land 701 kits, but it was mostly cod and dogs, and

the 130-footer had to settle for £21,723.

Rose, nevertheless, had a tally which was just good enough to shade out sister-ship *Rose Ciel* (Sk. Alan Redpath), back from a rare excursion to the Faroes over 18 days, on £20,702 from 501 kits, half again being cod.

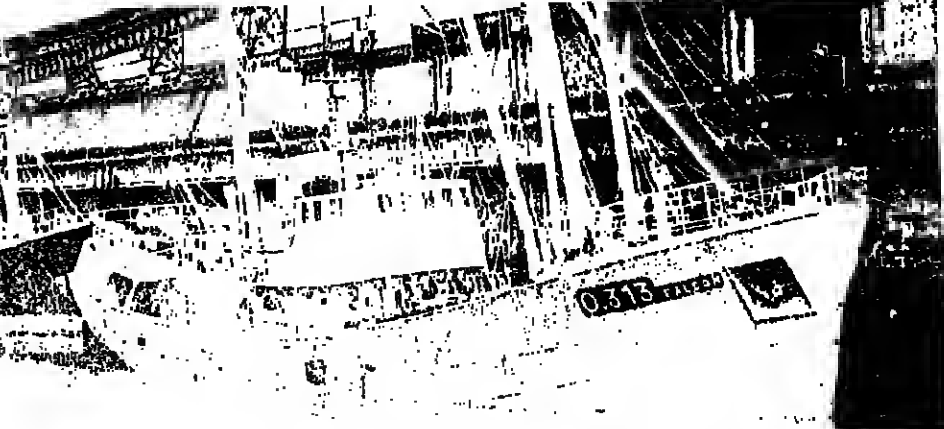
Easily the best local effort came from the port's top pair team *Morgrethe Bojen* (Sk. John 'Lemon' Richardson) and *Frances Bojen* (Sk. 'Tinus' Bojen) with a career-best trip together worth £54,445 from 1,128 kits, mostly cod and codling, from a 18-day North Sea trip.

With Skipper Jens Bojen back after holidaying, the pair plan two more trips before Christmas and already there is talk of cracking £60,000 before the New Year.

Of nine local seiner landings the Jubilee-licensed *Solveig Borum* (Sk. Len Dnn) with a big catch of cod and dogs in a 328-kit turnout was top tripper with £13,413 but apart from *Convolv* (*Vikingborg* 110,120) most of the others ended up in debt.

Of the visitors pride of place again went to Iceland with the stern dragger *Krossvik*, the port's only Icelandic landing of the week, scoring well through the Fykir agency to make £57,536 from 1,091 kits. With only 255 kits of cod there was a tremendous scramble for it and the best sold at £93.50 per 10-stone kit!

There was over 1,000 kits also of badly needed fish from three Hamling-licensed Belgian beamers, *Westhinder* (£20,094), *Falcon* (£18,800) and *Noordhinder* (£18,167).



*Falcon*, returned to Grimsby in her role as a Belgian beam trawler last week. She made £18,800 from a landing of only 347 kits.



## Billingsgate

LAST WEEK there was a particularly pungent and nasty odour about the market — ammonite. Not from a mass of decaying wings or dogs but a leak from the antiquated ammonite cold store. The cold store company were in quickly with emergency repairs and fans to disperse the gas but ammonite is persistent and it hung around dangerously in various cellars for quite a time.

Everyone is agreed that the store is long past its best, but for the next two years at least, it must be kept going if only, as one school of thought will have it, because the market would physically collapse if the store was ever allowed to thaw. That aside, the expected life of the present building is two to three years and while the market continues on its present site, a store will be needed.

The state of the cold store, however, is only one symptom of a chronic condition. For years, the thought has been that the market is going to move or be rebuilt. And it was going to happen in the next two, three or four years. The result has been a marked reluctance by all concerned to spend money on renovations and a tendency to patch where more fundamental repair was required.

With a target date now of July, 1981 for the opening of the new market in West India Dock, this is a situation that can be expected to get worse.

The surroundings will become even more shabby. Machinery will break down more frequently and no new investment will be made.

Aesthetically, inhabitants of the market are unlikely to worry, so long as they are working in deplorable physical conditions but danger is another matter and one suspects that the Health and Safety Executive will not accept so readily the excuses that nothing can be done because in another two years we will be moving into a beautiful new market, or perhaps that "will" ought to be "should".

## Trials for 'St. Leger'

THE STEEL pocket trawler *St. Leger*, built at Hopworth's Pull ship-building yards near Hull to the order of Thomas Hamling & Co. Ltd., ran trials at the beginning of this week.

Command of *St. Leger* has been given to Skipper Jackie Zeehrook, junior, one of Grimsby's most experienced small boat inshore and North Sea trawlers.

*St. Leger* is powered by a Brudonin main engine and is the first brand-new vessel of any sort to be added to the Grimsby fleet for over a year. She is for operation in Hamling's subsidiary, A. E. Richardson & Co. Ltd.

This type of small trawler has proved very successful from the Yorkshire ports and if successful from Grimsby too, it is hoped she will be followed by repeat tonnage.

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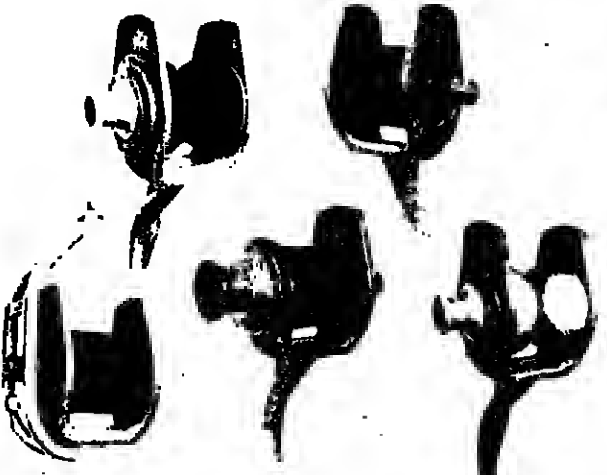
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Recalling some of the stories which appeared in our columns this week 50 years ago.

DECEMBER 1, 1928

OVER 40 fishermen's families to benefit by scheme carried through by members of Cork County Council enabling fishermen of Knockadoon to disperse fish in best market. Until now they

## "Our Detroit is the best haul we've made"

Says fisherman and trawler operator Bill Mason of Tainmouth, Devon. "We spend an average of 100 running hours per week at sea. Fishing is our livelihood and we need reliability for our 60' boat. The 12V71 Detroit Diesel engine is compact, powerful and extremely reliable. We have to handle some pretty rough weather sometimes and it's reassuring to know that we can depend on our engine and not worry about breakdowns. We chose the Detroit 12V71 because we've had experience with this engine

before and we know that it's dependable and tough. What's more, its reasonably priced and the service facilities are excellent". Professionals like Bill Mason know a good engine when they see one and the choice of a Detroit Diesel for his boat will bring him not only great power and economy but also the backing of the world-wide Detroit spares and service organisation. We have a brochure giving details of the Detroit 12V71 — may we send you one?

**Detroit Diesel Allison International - Europe**

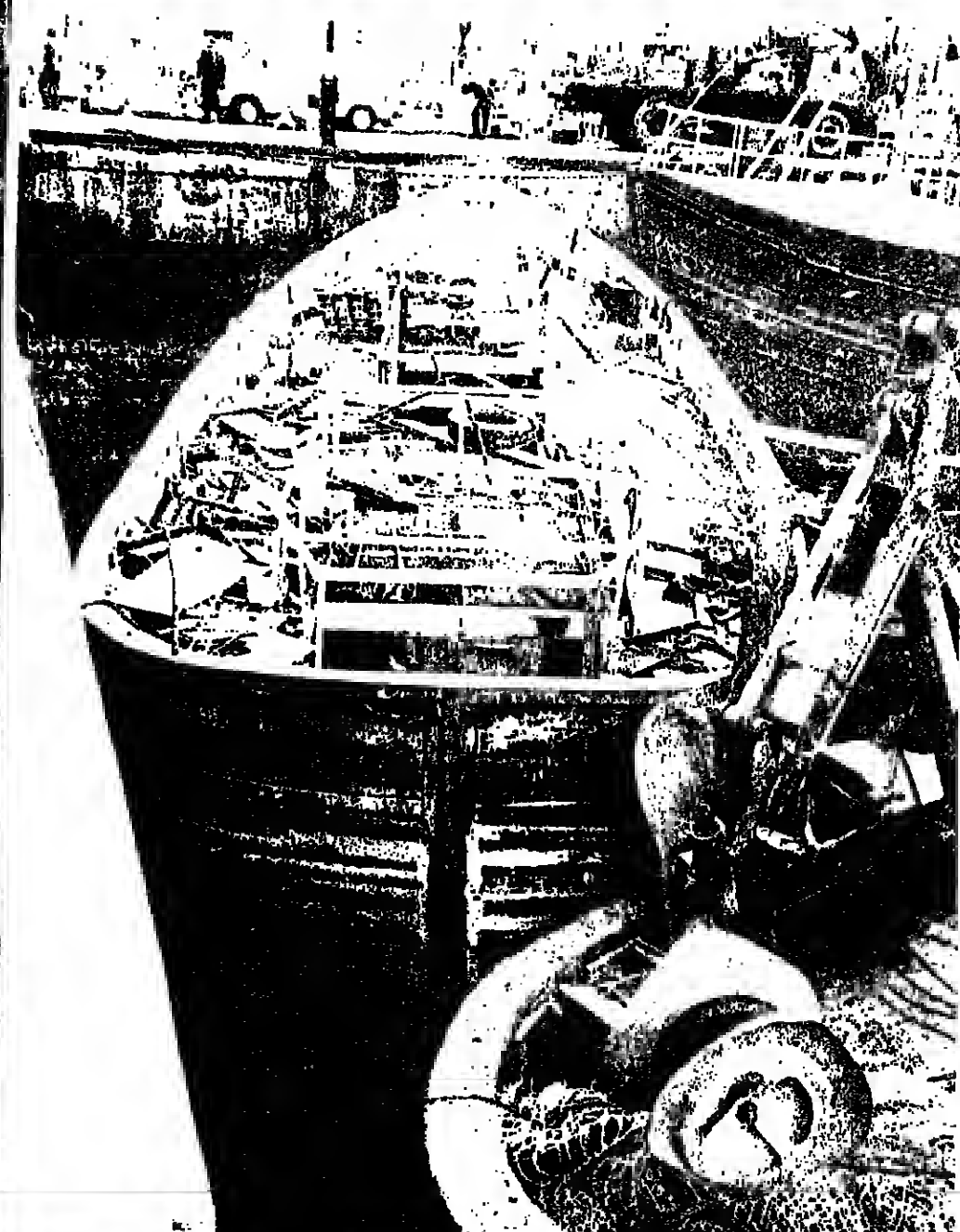


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# Ahead in the top port title!



*Odysseus* stripped down to the bare hull prior to having an extensive refit. The 78-footer is having a new 500 hp Kelvin engine and Loeise rope reels.

**PETERHEAD** looks certain to become the premier fishing port in Scotland this year.

The value of fish landed at the port up to the end of October was more than £3m. ahead of Aberdeen.

Unofficial figures show that the value of all species of fish landed at Peterhead by British and foreign vessels during the ten months up to October 28 amounted to some £26m. Aberdeen's figure is just over £22½m.

Aberdeen was still slightly ahead for weight of landings but, as Peterhead is the main base for seine netters and inshore trawlers, its fish would command higher prices.

As more and more vessels have been cramming into Peterhead during recent years, it had been anticipated that the port would eventually move into the top position.

However, the achievement must be most gratifying for all the shore-based personnel who have done everything in their power to encourage boats to use the port.

## Market

Facilities will soon be improved further by the construction of a 240ft. extension to the fish market. Formal approval for the project has now been given by the Department of Agriculture and Fisheries for Scotland.

Main contractor for the work, which will cost some £400,000, is the English firm of Norwest Holst Ltd.

One of Peterhead's larger boats has been trying out an unusual method of white fish capture.

The 86ft. *Summer Dawn*, fishing under Skipper Stanley Morgan, has been working cod nets on hard ground some 30 to 40 miles to the south of Norway.

## PETERHEAD a monthly record



A full fish market at Peterhead. The port now has the leading landing base in Scotland this year.

So far her results have been encouraging, although she started somewhat late in the season and missed the best of the cod fishing.

Skipper Morgan has always been willing to experiment with fishing methods and decided to try the cod nets as he heard that they are being used with success by the Norwegians.

*Summer Dawn* has been using three fleets of 50 nets, each net being 15 fathoms

long and two-thirds wide. The nets were also fitted with a hauler.

Several older vessels in the Peterhead fleet are being extensively modernised to bring them into line with present day requirements.

The 78ft. *Odysseus* has been stripped down to her bare hull and is being given a big refit by the Northern Engineering Works. New fittings are to include a 500hp Kelvin engine, Lister auxiliary engine, Northern Tool and Gear winch and Loeise Hydraulics rope reels.

The steel hulled *Summer Dawn*, built at the Sigbjørn Iversen yard in Norway in 1973, is of traditional seiner-trawler layout and is powered by a Mirreless Blackstone engine of 637 hp.

Shore-based firms continue to be as busy as ever. The new firm of R. J. Rollers is inundated with work after being operational for only five or six weeks.

## Strong

It has developed a new design of seine rope stern roller and six vessels are using the equipment, while at least a dozen more sets are on order.

The firm's manager, Mr. McCracken, says that the units are strong, light weight, and easy to handle and maintain.

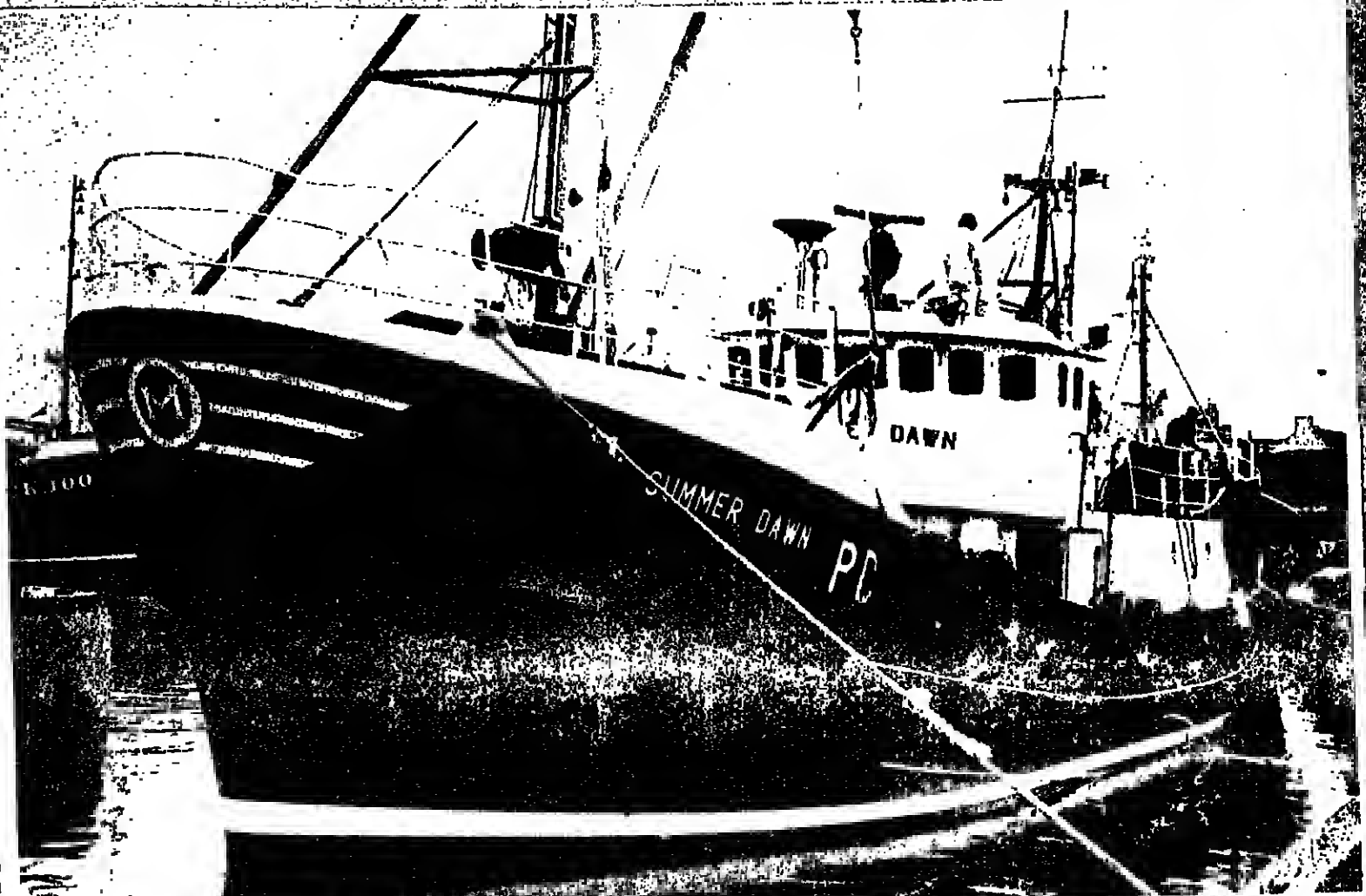
The rollers are made from hard wearing '64 Rockwell' steel and the aperture between the rollers measures about 4½in, so that should two shackles pass through simultaneously they will not jam. A safety latch at the top of the unit prevents the rope from jumping out.

The rollers can be unscrewed from the unit so, should they become worn in one place, they can be taken off and screwed back on the other way round. Spare rollers are supplied and can be easily fitted at sea.

## Stripped

Several older vessels in the Peterhead fleet are being extensively modernised to bring them into line with present day requirements.

The 78ft. *Odysseus* has been stripped down to her bare hull and is being given a big refit by the Northern Engineering Works. New fittings are to include a 500hp Kelvin engine, Lister auxiliary engine, Northern Tool and Gear winch and Loeise Hydraulics rope reels.



*Summer Dawn* (Skipper Stanley Morgan) has been trying out cod nets off Norway. A new hauler has been fitted to haul three fleets of 50 nets.

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## Don't cut hull costs to the bone

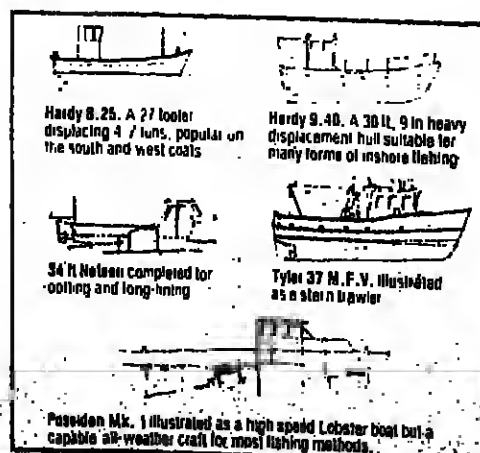
Building and fitting out a fishing boat is far from cheap, and no fisherman worthy of the name economises on nets, equipment or electronics — they are tools of the trade. All the more surprising then that some owners shop around for the cheapest hull on the market, ignoring potential maintenance costs, durability and even the safety of life and limb.

Tyler hulls are not cheap. But we firmly believe that they are the best. We employ the best designers, we use the best glass and resin materials and our moulding techniques have been proven on the seven oceans of the world. Small wonder that discriminating fishermen, pilotage authorities and public services turn to Tyler for rugged reliability.

Fishermen agree that you get out of fishing what you put in, whether it is money, effort or skill. So only the best — not the cheapest — is good enough.

When you come to sail a boat built on a Tyler hull, you can expect to reap an additional benefit — a re-sale value which justifies your foresight.

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Tyler 27 ft. N.F.V. illustrated as a stern trawler

Peaseon Mk. 1 illustrated as a high speed lobster boat but a capable all-weather craft for most fishing methods

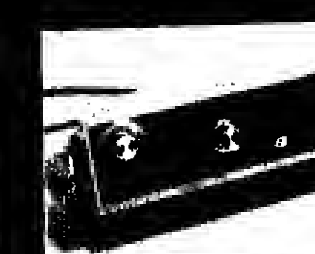
**Tyler**

Tyler Mouldings Ltd., Morley Road, Tonbridge, Kent TN9 1PR. Tel. 0732 36511

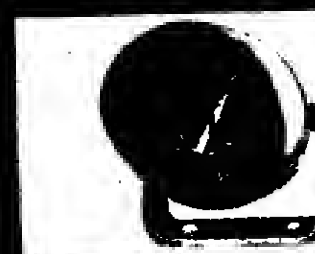
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Left: New roller units being made by the new firm of R. J. Rollers. Above: *Summer Dawn* has been fitted with a new hauler in preparation for the



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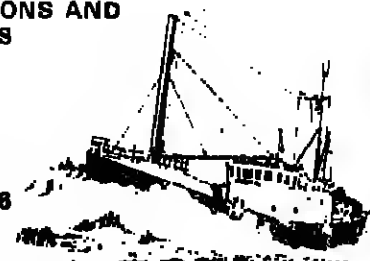
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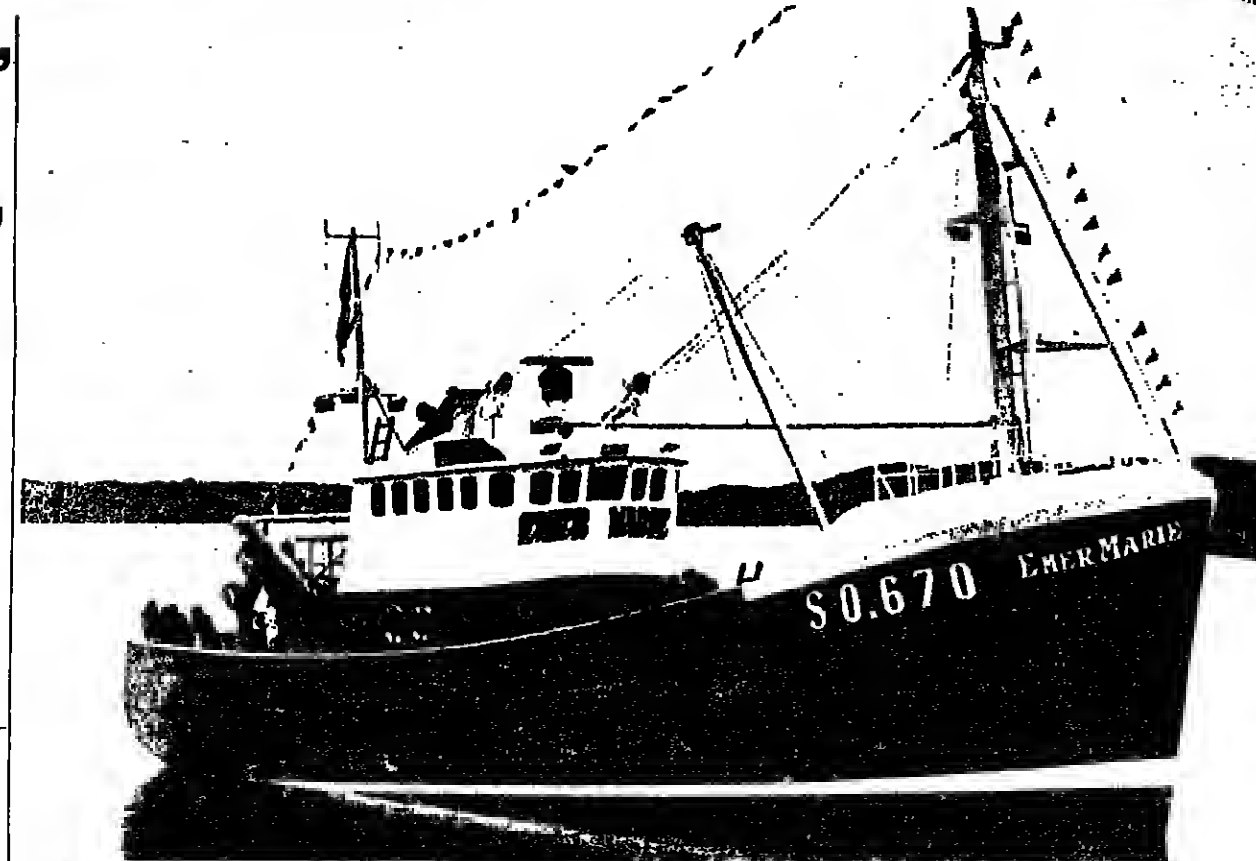
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Emer Marie (SO 670) is some 4ft. longer than Ireland's previous biggest home-built wood trawler.

## Now 86-footer is Ireland's largest

**SKIPPER** Charlie  
Gallagher of Co.  
Donegal is now  
operating the largest-  
ever wooden trawler  
built in Southern  
Ireland. The boat's  
name is Emer Marie and  
she was launched in  
October (see Fishing  
News, October 27).

Earlier this year the  
privately-owned Mevagh  
boatyard completed the coun-  
try's previous biggest wooden  
boat, an 82-footer.

The 86-footer was built at  
the Irish Sea Fisheries  
Board's (BIM) yard at  
Baltimore, Co. Cork, using  
iroko and native oak. She is  
well equipped and has a  
fishroom cooling plant by  
Hall-Thermotank.

Skipper Gallagher hails  
from one of the oldest fishing  
families in the north-west. In  
1969 he took command of his  
first BIM-hull trawler,  
Mother's Wish, then in 1972  
bought the larger Moltrix, a  
75ft. Norwegian-built vessel.  
He operated her up to 1977.

He has been among the top  
skippers at Killybegs in re-  
cent years and the vessel has  
been named after two of his  
daughters.

The boat has an overall  
length of 85ft. 9in.; beam,  
24ft. 7in.; and draft, 13ft. She  
is of carvel construction with  
engine seatings and masts in  
steel, and a whaleback of  
aluminium.

The transom sterned Emer  
Marie has her engine aft, hold  
amidships and accommodation  
aft of the engine room.

Accommodation for eight is  
arranged aft, below decks,  
and the deckhouse consists of  
an aluminium wheelhouse,  
steel galley, messroom,  
washroom and WC.

Emer Marie's main engine is  
a Caterpillar D.399 TA 'B'  
rated 860 hp at 1,225 rpm. It  
drives a Fernholt and  
Giersten VP gearbox (type  
PB3-98/50 with 3.9:1 reduc-  
tion) and Fernholt and  
Giersten CP stergear and  
propeller, complete with fixed  
nozzle.

A Gardner 8LXB rated 127  
bhp at 1,500 rpm drives her  
auxiliaries, while she also has  
an emergency auxiliary set  
comprising a Lister type  
ST3MA air-cooled diesel  
engine rated 22 bhp at 1,800  
rpm.

Her deck machinery con-

sists of two Bopp split  
winches (one starboard type  
3500 JBS Hydra NG and one  
port, type 3500 2BS); Bopp  
net drum type ECH 2800;  
Bopp heaving winch type  
3000 IB; and Bopp unloading  
capstan, type TAC 29 1000;  
and Lussie PPS power block  
with 38in. head and, three-  
ton pull.

Her main hydraulic power-  
pack is type GURY PL48 and  
there is an auxiliary  
hydraulic powerpack, too.  
The oil reservoir tank holds  
90 gallons.

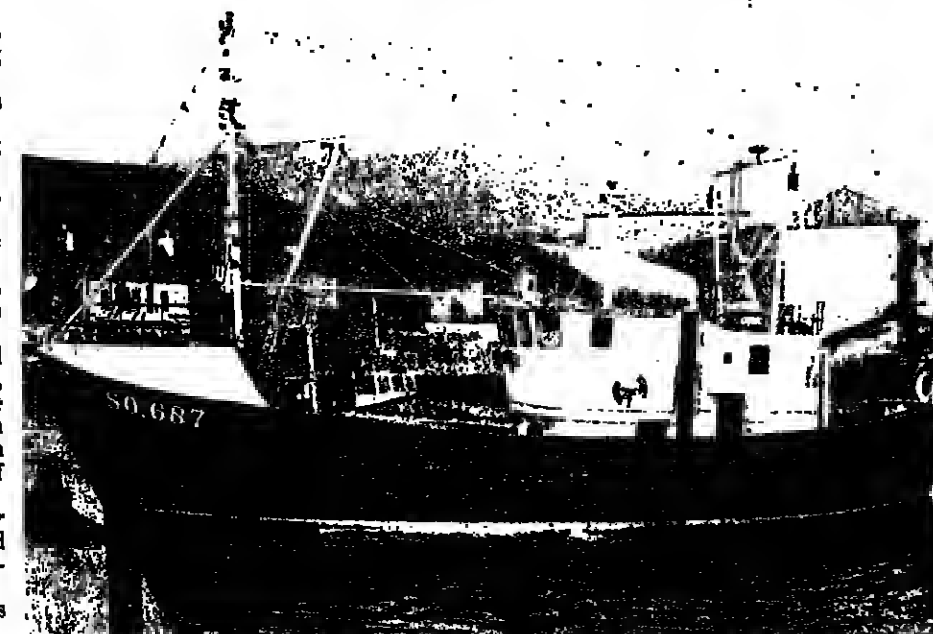
Her wheelhouse is  
equipped with: Decca  
Navigator Mk. 21 with 350T  
Plotter; Decca desk binocular  
and Decca 460M Autopilot.  
Also a multi-element trans-  
ducer type SW 6019. Fish-  
finder type 720SP, 4101  
ender with 9in. CRT, all by  
Atlas.

Her Atlas Netzsonde 470k,  
with 470 recorder, incor-  
porates black/grey amplifier  
for grey line presentation, 750  
fathoms of heavy duty netz-  
sonde cable (two-ton break-  
ing strain) and multi-element

ceramic headline transducer.  
She has a Johns. Krach me-  
sunde winch of 1,800 lbs. ca-  
pacity complete with a  
hydraulic pump to work with  
the Atlas Netzsonde 470.

Her 400 watt SSB tel-  
ephone is Dancorn's model  
RT102 and other fittings in-  
clude Ben Superspeed L;  
Amplidam talk-back set;  
and Dymar Viking VHF.

Emer Marie is the last  
trawler completed by the  
Baltimore boatyard this year,  
the previous two being 80-  
footers.



## Dingle's latest

**SKIPPER** Michael Fallon of  
Achill Island, Co. Mayo,  
Ireland, took delivery of his new  
85ft. transom stern trawler  
above at the BIM boatyard,  
Dingle, Co. Kerry, last month.

The vessel is named Aelin-  
draw and is built of iroko and  
native oak. Her main power  
unit is a 415 hp Kelvin diesel  
and she has a beam of 22ft.  
and draft, 10ft. 6in.

Skipper Fallon started his  
fishing career as a trainee on  
board the 50-footer Aca-  
bride in 1963. He bought the  
80 ft. Orla Betty in 1976.

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## WALES' FAST TRAWLER

THE Cardiff Boatbuilding Co. is specialising in  
fitting out a fast 33ft. GRP hull to produce the  
Tusker 33. Its latest completion is named Sarah  
Joy.

She is fitted for stern trawl-  
ing and potting and is owned  
by Celtic Trawlers of Pem-  
brokeshire, Wales. Her  
owners are reported to be  
delighted with her.

The 33-footer has a beam  
of 11ft. 6in. and draft 3ft. 6in.  
A mild steel box section gan-  
try is fitted aft, with the tow-  
ing gear leading through  
blocks from the Spencer-  
Carter one-ton hydraulic  
winch. A 1-ton pedestal-type  
line hauler is also fitted and  
both units are driven from an  
hydraulic pump off an engine  
PTO.

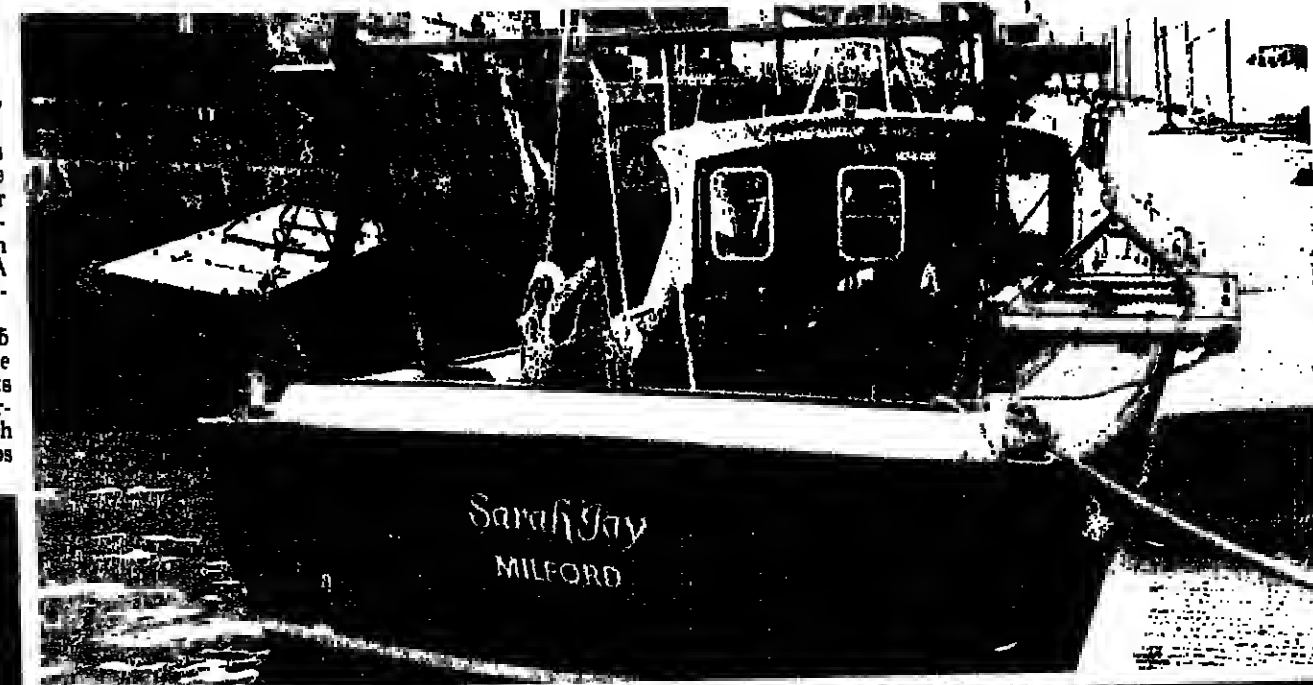
The Ford-based Sabre 180  
hp main diesel drives a three-  
bladed nickel-aluminium-  
bronze propeller via an  
hydraulic Borg-Warner 1.5:1  
reverse-reduction gearbox.

Her stern gear comprises a  
1 1/2 in. stainless shaft running  
in a grease lubricated stern  
tube, with an outside water-  
lubricated bearing.

### Equipment

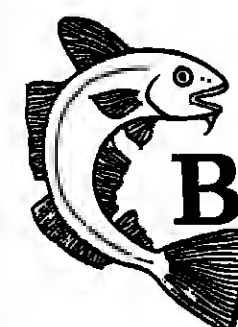
The wheelhouse is well  
equipped and contains a  
Nacorn 202 echo sounder,  
Cateck 701 autopilot, 'Sailor'  
RT14B VHF set and Decca  
Super 050 radar. Provi-  
sion has been made to fitting  
Decca Navigator.

Two berths are provided  
forward, with a dinette  
arrangement in the  
wheelhouse which converts to  
a double berth if required. A  
self equipped galley and  
separate shower and toilet  
compartments are built in to



Above: the Milford-  
registered Sarah  
Joy is owned by  
Celtic Trawlers of  
Pembroke Dock.  
She was originally  
ordered as a part  
pleasure boat.

Right: the 15-knot  
Sarah Joy is  
powered by a Sabre  
180 hp diesel.



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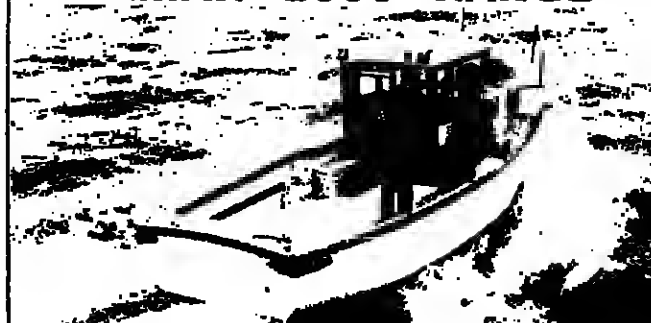
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THIS SUMMER I visited Northern Ireland and called at the busy port of Killybeg, on the north-east coast.

A large fleet of boats trawl for Norway lobsters (sometimes called Dublin Bay 'prawns' or nephrops) and last year 3,163 tonnes valued at over £14m. were landed at ports in Northern Ireland.

This fishing is the most important in the province, and nephrops represented over half the value of all fish landed last year.

Nephrops are abundant on offshore grounds in the Irish Sea, between the Irish coast and the Isle of Man.

From what I was told it appears that the seabed in that area is composed of soft, sticky mud — ideal for nephrops to dig into and make the labyrinth of holes which form their homes.

Otter trawls, towed by trawlers with engines ranging from 150 to 400 hp, are used to catch them and the peak fishing period is during the summer.

There has been a concession in the Irish Sea which allows nephrops nets to have meshes measuring under 50mm, whereas for the rest of the UK 70mm must be used. Our Fisheries Minister, John Silkin, has made efforts to introduce a uniform 70mm mesh for nephrops nets in UK waters.

One of the problems with the Irish small mesh is that they take large quantities of whiting and, to a lesser extent, cod. Most are below the legal landing size.

Estimates made in the early 1970s suggested that some 34 million small whiting were rejected every year by nephrops trawlers fishing in the Irish Sea. Very few of these whiting were expected to survive.

I presume that Mr. Silkin's proposals to press for all fishermen trawling the Irish Sea, to use larger-meshed nets was aimed at reducing the by-catch of whiting and other fish. This would reduce the massive mortality which occurs.

Today, however, I read a Government press notice which stated that, because of the problems it could cause our EEC partners, this proposal was not to be implemented with other conservation measures and so the small meshed nets will continue in the Irish Sea.

Scallops — a top earner

Last year 5,519 tonnes of scallops, valued at £3m., were landed in the UK by British vessels.

In England alone, scallop catches were worth £14m. — a far cry from the 60 tonnes valued at £6,000 caught in 1967!

Before the First World War there was only limited fishing for scallops around Britain — some of them were eaten but the majority were used to bait long lines.

Since the Second World War the fishery has expanded, particularly in Scotland, with most of the catch being processed at home for export in frozen form to the USA and the Continent.

Brixham and Plymouth are two major scallop ports in south-west England and, in the past five years, scalloping has been the boom fishery in the Channel area.

On the west coast, Holyhead, North Wales, is also becoming a scallop centre and the fleet is expanding

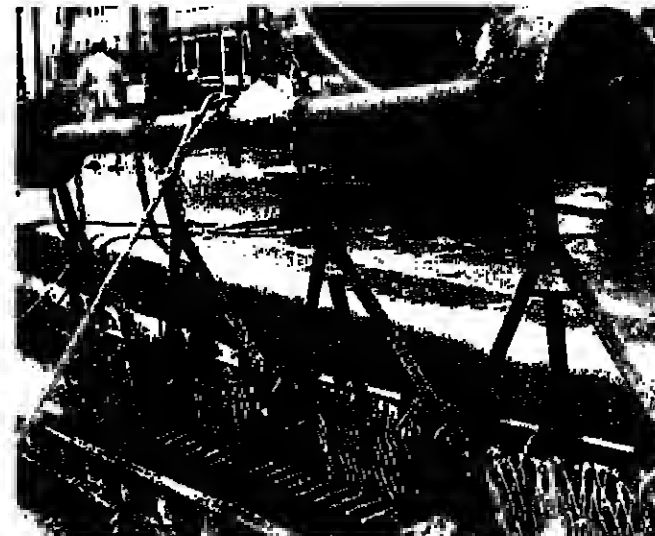
## shell fish chat

with the addition of several 70 to 100ft. beamers. They dredge for scallops in Liverpool Bay.

Scallop dredges

Scallops are caught in steel dredges towed along the seabottom. Two main types are used — the Newhaven dredge and the larger and heavier French dredge.

In the eastern Channel the Newhaven dredge (a spring-toothed dredge based on a



Newhaven scallop dredges fitted on a roller boom. Each dredge has nine teeth.

simple solid steel triangular frame) is preferred.

Each dredge has a row of small steel teeth fitted to a bar which is attached to a trip mechanism of coiled springs. When the teeth hit on an obstruction the tooth bar jolts back to help prevent damage.

Newhaven dredges are usually worked from a steel boom fitted with rubber bobbins wheels at either end. Each boom has four to six dredges and most vessels work a boom on either side.

Newhaven dredges are used on stony or rocky areas but on softer types of bottom French dredges, which dig the scallops out of the bottom, have been found to be more efficient.

As the name implies, the dredge originated in France. To be exact in the Bas de St. Brieve, on the Brittany coast. The French dredge has longer teeth than the Newhaven dredge and these dig out the deeply recessed scallops.

Buried scallops

The scallop can be found on a range of bottoms, from among stones and rocks to fine, silty mud. It seems to occur most abundantly on silty sand mixed with shell, where there are also rocky outcrops or boulders.

If the bottom is soft enough the scallop will excavate a depression or crater in which to sit. Divers have reported that the shellfish covers itself with silt or gravel to camouflage the upper shell which lies at, or below, the level of the seabottom.

That's one of the differences between queen scallops and the ordinary scallop. Apart from the fact that the queen is usually

smaller than the scallop, it is also known that queens lie on the seabed and are not tucked into a shallow hole like their cousins the scallop.

Both the queen and the scallop have clear rings on their shells. These rings are produced when growth has ceased for the winter, so making it possible to age these shellfish by counting the bands between the rings.

Growth rate does vary from area to area but, in general, a scallop will be about 1in. in diameter by its first winter (eight months old) and about 2½in. by the second winter (20 months old).

Scallops will be four to five years old when they reach a fishable size (4ins.) but, on many newly-fished grounds, specimens 14 to 18 years old are common.

Crawfish mating 'cells'

Crawfish (also called spiny lobsters) are caught off certain British coasts, notably Cornwall and south-west

10,000 cps. A number of different 'calls' are produced which appear to play a significant role in the life history of the species.

According to Dr. John Mercer of the Zoology Department, University College, Galway, who is also a scuba diver, when the first male reaches the female her 'call' changes and other males cease to react.

A prolonged courtship takes place between the two crawfish. During copulation which follows, the male deposits sperm on the underside of the female, the eggs are then laid and become attached to the swimmerets of the female, where they remain until the following spring.

Lobster eggs

As far as I can make out there is no similar attracting sound produced by a female lobster, but she may give off a scent.

While reading *The Lobster: Its Life Cycle* by Herb Taylor, I learnt how female lobsters lay their eggs.

I quote: "Egg-laying time is a solitary period for the female lobster. Her mate does not have to be present."

"When she is ready, she rolls over on to her back and supports herself on her two large claws and her tail which she curls to form a pocket for the eggs."

"She assumes this awkward and vulnerable tripod position to keep the eggs from falling from her body as she lays them, and to eliminate any chance of sand or mud from the sea-bottom contaminating the tiny eggs."

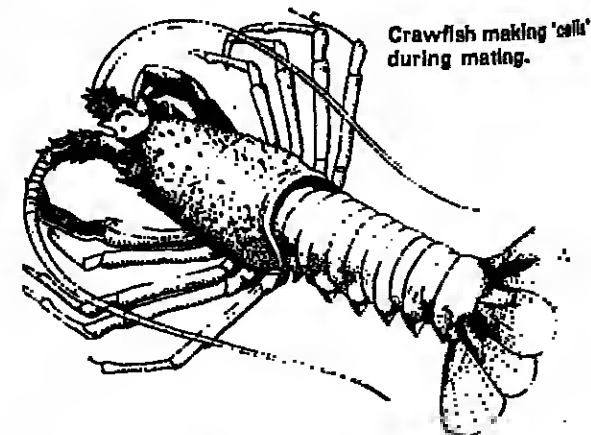
"As they flow from the top openings at the base of the walking legs, the eggs are fertilised by male sperm stored since mating, which may have taken place 12 months earlier."

"The fertile eggs are then cemented in place under the female's tail by a sticky substance secreted with the eggs."

"Depending on her size, the female can carry anywhere from 31,000 to 100,000 eggs or more."

Really I still marvel how nature has developed such a system.

"Published by Sterling Publishing Company Inc. available through Oakley Press Co., London, price £3.50."



Crawfish making 'cells' during mating.

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# Top freezer skipper comes ashore

ONE OF HULL'S top freezer skippers Terry Thresh has been appointed outside manager by trawler owners Boyd Line of Hull. His new post will mean frequent trips to sea.

Terry Thresh, who is vice-president of the local Trawler Officers' Guild, will maintain his interest in fishing gear technology and resource development in his new job. In addition, he will be helping to train Boyd Line personnel, particularly youngsters.

Terry Thresh went to sea in 1950 and joined Boyd Line in 1952. His first command was Arctic Viking in 1960 as relief skipper. Arctic Hunter became his first regular command in 1964.

A year later Boyd Line bought Arctic Brigand for him to work and, in 1968, the vessel was top steamer in the

Silver Cod championship, taking sixth place overall.

In 1967 Arctic Brigand appeared to have the trophy firmly within her grasp until Skipper Bill Brettell produced a large catch of cod from the Norway coast.

Arctic Brigand sailed on Christmas Eve and quickly dropped on to heavy cod fishing.

However, Bill Brettell found her and, as he still had a 1,000-kil space in his fishroom, even had Arctic Brigand produced 5,000 kits in the five days she could not have overhauled Bill

Brettell's Somerset Moughom. She then sailed on to the north-east Arctic and had to be content with being runner-up.

There was consolation however, for Terry Thresh as Arctic Brigand's year's grossing was higher than Somerset Moughom's and she carried away the Distant Water Challenge Shield.

In 1968 he took over Arctic Ranger as skipper and, a year later, he skippered the freezer stern trawler Arctic Raider from new.

Three years later — between 1973 and 1975 — Terry Thresh spent a considerable time on research for Boyd Line, sailing from

Lowestoft, London, Peterhead and Mallaig.

His next new vessel, Arctic Galliard, was a year late in delivery and he took her to sea in 1975 until coming ashore.

Currently

In Arctic Galliard he won the Dolphin Bowl freezer competition in consecutive years and the ship is currently second in the 1978 competition. Her new skipper, George Kent, will be pulling out all the stops to improve on this.

In 1975 Terry Thresh set the national frozen fish landing record of 862 tonnes of



Skipper Terry Thresh.

herring from St. Kilda and the Irish Sea plus mackerel from Cornwall. She produced some 321 tonnes for a week's work and convinced Boyd Line of the viability of the Channel mackerel fishery.

At one time there were all four Thresh brothers sailing as skippers.

## MISSION MEN ON THE MOVE

THE superintendent of North Shields Fishermen's Mission, Stephen Cross (28), has been transferred at short notice to Lerwick, in the Shetlands.

Mr. Cross has run the mission on the Tyne for two years and re-instituted the fishermen's regatta this year which was a great success.

"Although the new job at Lerwick is technically a promotion, we are all very sorry to be leaving North Shields," said Mr. Cross.

Mr. Cross is to be succeeded by Clive Jones, who is moving from the Lowestoft mission.

Alex Slater, superintendent of the mission at Fleetwood, is soon to leave the post. He is to take over a similar post at Grimsby and will be replaced at Fleetwood by George Gilmour from Lerwick.

## FLEETWOOD FIRM'S STAFF IS HALVED

FLEETWOOD'S continuing fish shortage led to one of the port's biggest merchanting firms, H. Field and Son, making six more staff redundant last week.

The firm's workforce has now been halved in 12 months.

Manager Leo Audley said: "Twelve months ago we were advertising for filleters in other major ports because we couldn't get enough locally."

"We've gone from one extreme to the other. I would like to think that these will be the last of the redundancies, but you just can't tell."

"We keep hoping that Icelandic and Faroese vessels will be coming in, but that's all we're living on at the moment — hope and prayer."

The firm is now left with a staff of 26 compared with 48 a year ago.

The fish shortage con-

tinued to bite last week as there were landings by only five trawlers, including one from France. This catch provided the only bright spot of the week with her 697 kits — including 80 of cod, 10 of haddock, 360 of whiting and 10 of ling — selling for £20,781.

It was a case of small catches and high prices for the remainder of the ships landing.

It is hoped that Fishery Minister John Silkin will meet a port deputation before Christmas. A meeting has been requested by Wyre Council's Fisheries Subcommittee, which includes representatives of most sections of the local fish trade.

## Kiel boat for Whitby

THE 60ft. Danish fishing boat Falcon is soon to be sailed from the Baltic to join the Whitby, Yorkshire, fleet.

In command on the trip will be her new skipper and part owner, 24-year-old Whitby fisherman Richard Brewer. He will be accompanied by his two business partners who will cross the North Sea by ferry on December 5 to collect Falcon from Kiel.

Skipper Brewer, who has been fishing out of Whitby for six years as a crewman on Ocean Venture and Venus, said they hoped to make their first fishing trip before Christmas.

Falcon, built of oak 12 years ago, was modernised in 1976. She is powered by a 240hp engine and is to be fitted

## Wheel of fortune

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# Catches and Prices

## TOP LANDINGS LAST WEEK

### GRIMSBY

#### Distant water

£21,581: Prince Philip, Boston (Sk. F. W. Gray), 570k, NC, 23 days.  
£12,225: Boston Phantom, Boston (Sk. R. Evans), 459k, NC, 25 days.

#### Local water

£21,723: Rosa Leopard, BUT (Sk. J. Brown), 701k, W, 16 days.  
£20,702: Rosa Cibel, BUT (Sk. A. Redpath), 501k, F, 18 days.  
£10,579: Rosa Genet, BUT (Sk. P. Phillipson), 250k, W, 16 days.

#### North Sea

£12,938: Kyoto, Taylor (Sk. G. Drewery), 290k, NS, 15 days.  
£11,989: Honda, Taylor (Sk. J. Green), 249k, NS, 15 days.  
£11,882: Lemberg, Lindsey (Sk. H. Pexinan), 247k, NS, 13 days.  
£9,265: Lucerne, Lindsey (Sk. F. Davidson), 143k, NS, 14 days.  
£8,817: Nanao, Taylor (Sk. A. Costello), 207k, NS, 14 days.

#### Sailors

£13,413: Solveig Borum, Jubilee (Sk. L. Dam), 328k, NS, 18 days.  
£10,120: Vikingborg, Consol (Sk. B. Andersen), 236k, NS, 18 days.  
£7,540: Kronborg, Consol (Sk. H. E. Dom), 160k, NS, 18 days.  
£6,956: Samora, Chapman (Sk. G. Johnsen), 146k, NS, 18 days.  
£5,956: Anne Scott, Jubilee (Sk. M. Dam), 144k, NS, 19 days.  
£3,556: Arcona Lad, Chapman (Sk. E. Frederiksmore), 74k, NS, 19 days.  
£3,020: Arcona Bay, Chapman (Sk. E. Thomeen), 68k, NS, 18 days.  
£2,010: Larloch, Sleight (Sk. J. Clark), 39k, NS, 10 days.

### HULL

Pair teams  
£54,445: Margrethe Bojen, £29,710, (Sk. J. Richardson), 620k, and £24,735: Franca Bojen, (Sk. M. Bojen), 508k, both John R., NS, 16 days.

#### Belgian trawlers

£20,094: Westhinder (Z 30), Hamling (Sk. E. J. Rappe), 369k, NS, 14 days.  
£18,600: Falcon (O 313), Hamling (Sk. W. Neyt), 347k, NS, 13 days.  
£18,167: Noordhinder (Z 506), Hamling (Sk. R. Vlistinck), 336k, NS, 14 days.

#### HULL

£15,832: St. Dominic, Hamling (Sk. J. C. Gibson), 357k, NC, 21 days.

#### FLEETWOOD

Homeowner  
£20,781: Citie d'Aleth (French vessel), 697k.  
£8,685: Resolute, Ward (Sk. J. Wright), 130k, 12 days.  
£8,681: Royalist, Howett (Sk. J. Buckley), 165k, 15 days.  
£5,832: Andrew Wilson, Hazael (Sk. M. Oldman), 115k, 14 days.  
£4,316: Replenish, Ward, 109k, 15 days.

#### ABERDEEN

£19,846: Birchlea, BUT (Sk. M. Taylor), 511k, F, 15 days.  
£18,206: Admiral Nelson, J. Wood Group (Sk. R. Pirie), 435k, WC, 13 days.  
£15,518: Grampian Chieftain, North Star (Sk. R. Leiper), 488k, S, 15 days.  
£13,559: Ben Choun, Irvin (Sk. P. Beattie), 334k, F, 15 days.  
£13,367: Ben Cairn, Irvin (Sk. C. Grimmer), 281k, F, 16 days.  
£12,821: Mount Royal, Aberdeen Inshore (Sk. A. Reid), 396k, O, 11 days.

### LOWESTOFT

£19,742: Boltby Queen, Talisman (Sk. A. Gill), 371k, NS, 12 days.  
£16,539: St. Patrick, Colne (Sk. D. Bedford), 352k, NS, 12 days.  
£13,795: Farnham Queen, Talisman (Sk. B. Turrell), 302k, NS, 12 days.  
£12,879: Boston Sea Fury, Boston (Sk. M. Barnard), 262k, NS, 10 days.  
£12,569: St. John, Colne (Sk. R. Jonas), 267k, NS, 12 days.  
£12,217: Ripley Queen, Talisman (Sk. J. Deacon), 230k, NS, 12 days.

### NORTH SHIELDS

£16,339: Ben Strome, Irvin (Sk. E. Longhorn), 38,237k, NS, 4 days.  
£13,049: Ben Meide, Irvin (Sk. T. F. Jamieson), 25,270k, NS, 5 days.  
£5,907: Ben Lora, Irvin (Sk. R. Shearer), 8,480k, NS, 9 days.

### Under 80 ft

£8,132: Valhalla, Caley (Sk. R. Veitch), 12,108k, NS, 4 days.  
£7,208: Sharon Rose, Caley (Sk. J. Moodie), 12,028k, NS, 4 days.  
£5,919: Orion, Caley (Sk. W. Scott), 11,306k, NS, 3 days.  
£5,804: Conger, Irvin (Sk. A. Morse), 7,650k, NS, 3 days.  
£4,587: Fisher Rose, Irvin (Sk. R. Clark), 7,043k, NS, 2 days.  
£4,139: Ina McBain, Caley (Sk. J. Fleming), 8,990k, NS, 3 days.

### MILFORD HAVEN

£8,657: Picton Sea Eagle, Norrard (Sk. R. Foster), 136k, 13 days.  
£7,551: Picton Sealion, Norrard (Sk. T. Salter), 130k, 13 days.  
£6,987: Rosevear, Norrard (Sk. J. Manson), 123k, 12 days.

### KEY: 51 Seal Island; 55 Berents Sea; DW

distances; F Faroe Islands; G Greenland; HW home water; I Ireland; NC North Sea; O Orkney; R Rockall; S Shetland; W Westerlies; WC West Coast; WS White Sea; Sk Skipper; k kites; o owt; k kilo.

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December 1, 1978

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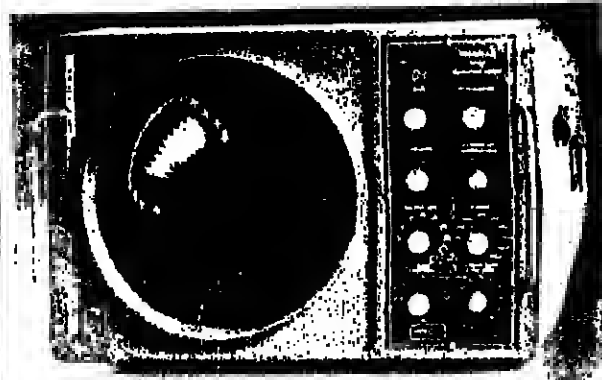
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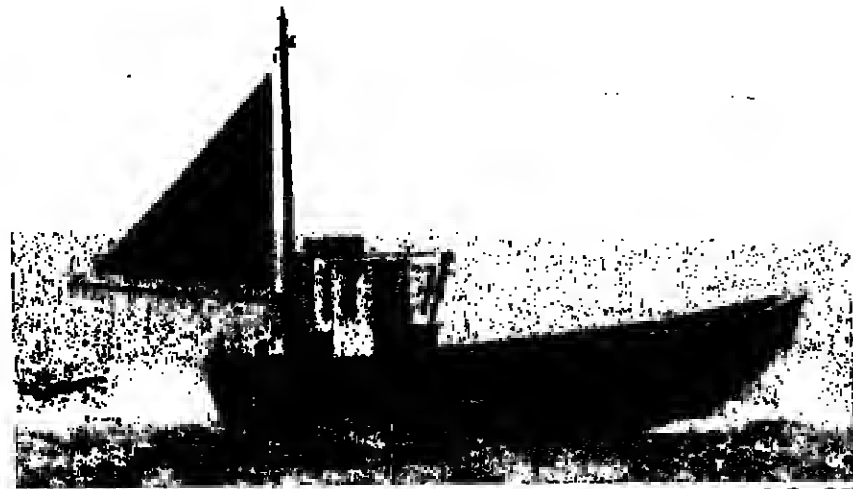
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FISHING NEWS

December 8, 1978



Reporting to NFFO members at the Grimaby meeting are left to right: Andrew Palfreman, chief executive, Tom Mainprize and Tom Cowling, vice-chairman, and George Crawford, NFFO chairman.

## Inshore link-up rejected

THE National Federation of Fishermen's Organisations is to remain independent of the Fisheries Organization Society. NFFO members from all over England unanimously vetoed the possibility of a formal amalgamation with the FOS at a special general meeting at Grimshy which was opened by the local Mayor, Marjorie Elliott.

Atrocious weather forced some members to abandon their trip to Grimshy, but the meeting attracted well over 100 share fishermen.

After the opening ceremony, chairman George Crawford introduced the main guest speaker, Arthur Lee, director of the MAFF fisheries laboratory at Lowestoft.

He spoke at length on the scientific approach to fish stock management, including growth and recruitment, overfishing and the manner in which TACs are estimated. It had been obvious before

**'... WE ARE NOT  
AMALGAMATING  
WITH ANYBODY' — NFFO**

the meeting that the main issues were likely to be the negotiations with the FOS and latest developments with the Common Fisheries Policy.

On the former, chief executive Andrew Palfreman said that originally the NFFO reacted strongly against the idea of a "marriage".

Later, George Crawford explained how the NFFO became involved with the FOS after applying for a development grant as the FOS is already subsidised.

"When I put this to the board the vice-chairman chopped it and said under no circumstances do we (NFFO) have anything to do with them (FOS)", he said.

Eventually, under pressure, the chairman agreed on an exploratory meeting; "to come back with a package deal which the membership could look at, accept or reject. But in order to jump the gun and look big, the FOS had to put a statement in *Fishing News*."

### Unanimous

"This statement was 'absolutely wrong', he told his members.

Calling for the unanimous show of hands which effectively ended the tenuous dealings with the FOS, George Crawford told the floor: "The word 'merger' should never have come in. The word 'marriage' should never have come in. And I am going to ask one thing and, if

answered, then my path is perfectly clear. "Do we go it alone and say we don't want you (FOS)? We'll take your membership if you wish to join, but by God we're not amalgamating with anybody!"

Earlier, Andrew Palfreman thanked *Fishing News* for allowing the NFFO to reply and state its case to clarify the position after FOS broke an agreement and leaked proposals to form a joint body.

### Weakness

On the CFP, guest speaker Robbie Blair, prospective Conservative Parliamentary candidate for Grimshy, told fishermen they had negotiated from a position of weakness and, until the formation of organisations like the NFFO, the industry had lacked a strong single voice like the National Farmers' Union.

Grimaby MP, Austin Mitchell, endorsed these sentiments. He said there was talk of a settlement in the air and warned: "A settlement won't be the kind of settlement the industry wants and needs. In the Market you're going to have to compromise. And that compromise is not going to give us the clear cut demand of the industry, I'm afraid."

He urged the meeting to pass a resolution to press the Prime Minister before he left for EEC summit talks this week with yet another

reminder of the fishermen's feelings.

After the meeting closed Andrew Palfreman cabled Mr. Callaghan with the pointed message: "Don't give in or don't sell out."

Andrew Palfreman said Mr. Silkin's change in tactics from "reticence" to a "more compromising line" at the last Council of Ministers meeting was "convincing evidence that, in the present climate, any agreement with other EEC member states will be damaging to the English share fishing industry."

He then read out the text of a letter to the Prime Minister dated November 23, calling his attention again to a 50-mile UK exclusive limit and asking him to stand firm in defence of the fishing industry at the Common Market summit this week.

It ended by reminding the Prime Minister that the NFFO is convinced it is better to wait for an agreement despite the problems the lack of one caused, rather than reach one which threatens the survival of the UK industry.

George Crawford reminded members that the recommended TACs for 1979 were all drastically cut back and on cod, haddock and whiting they represented only seven months' fishing based on this year's catches.

"It's one heck of a position and we have to do something about it," he commented. He complimented MAFF.

## NO ACTION — FOS

THE FISHERIES Organization Society will be taking no further action to form a national organisation with the NFFO. This was unanimously decided at the society's annual general meeting which took place on Thursday last week.

Nearly 50 delegates representing 128 associations and societies attended the meeting, where it was also decided to leave the door open to welcome applications from any new or former members of affiliated groups

of the FOS that have joined the NFFO.

Resolutions were passed to press ministers about the problems in salmon and freshwater fisheries and to restrict legislation by water authorities. There were also some angry protests about the refusal by Government departments to form an oil consultative group for England and Wales. A threat was made to set up direct consultations with the oil operators.

During the meeting Alan Spencer was elected as the new FOS chairman, with Robert Ibbotson, of Bridlington as vice-chairman.

New governors include Mr. P. James, Folkestone; Mr. K. J. Richards, Salcombe; and Mr. J. Salcombe, Folkestone. Fleetwood, however, drew, Fleetwood was elected on Lt. Cdr. T. Gibson. A special tribute was paid by members to Arthur Heighway, founder of the company which published *Fishing News*, following his death on November 18. After the meeting a letter was sent to the Prime Minister, supporting the strong stand being taken by Silkin and calling for a Government

# DRINK LAW COVERS OWNERS TOO

FISHING vessel owners who put drunken crewmen aboard their vessels will risk prosecution under the Merchant Shipping Bill now before the Commons. This became known in the Commons last week when John Prescott, Labour MP for Hull East, interrupted the opening speech by the new Secretary of State for Trade, John Smith, moving the second reading of the Bill.

Mr. Smith had said that there would be statutory powers under the Bill to search a fisherman suspected of taking liquor on board.

"We shall insist on reasonable safeguards against abuse of this provision. I want to make it clear that these searches will have to be carried out in a manner authorised by regulations laid before the House for approval," said Mr. Smith.

"Naturally there will be further consultations with the fishermen's organisations before the regulations are made, so I understand some of the apprehensions which have been voiced."

Mr. Prescott: "There is evidence of many trawler owners putting drunken men on board vessels because they could not get them there by any other means."

"As that will constitute a threat to seamen, is there a possibility of the owner being prosecuted?"

Mr. Smith replied: "Any owner who behaves in that way is behaving reprehensibly and putting at risk the lives of all the other people on the ship."

"If owners connive at such a practice, I am advised that the Bill covers the matter and that they can be comprehended under the offence which is in the Bill."

The committee on the Bill, the Minister said, would want

to look closely at powers of search as the matter involved the rights of the individual. It was not practical to try to stop fishermen from drinking at sea. The provisions took account of the practicalities of the problem.

They did not make it a crime for fishermen to drink at sea. That would be unreasonable and futile, but those in a position of responsibility — including skipper and owner — would now have the right in law to control the amount of liquor taken on board a fishing vessel. It would be up to them to exercise that control.

The other recommendations of the fishing industry working group mirrored those of the Merchant Navy working group, with minor differences.

Disciplinary offences, for instance, would be handled by statutorily approved port disciplinary committees. They would be based on local industrial agreements rather than on a code of conduct approved by the Secretary of State.

"These measures are not the last word in achieving acceptable conditions for those who work at sea. The causal nature of employment, particularly in the fishing industry, creates a climate of uncertainty for those who

## COMMENT

WITH OUR OWN fishing industry needing all the help it can get, it now seems that the British taxpayer is to help keep foreign fleets in business. Apart from the £250,000 put by the Highlands and Islands Development Board into the part Norwegian-owned new processing factory at Breasclete — which looks like it is only going to be a bonus for Faroese and French vessels — it now seems that this same organisation could be pouring another load of money into two fish meal factories at Barra and Lewis. The two plants have just been given local planning approval.

What kind of mixed-up thinking prevails when we see British money given to finance an American-owned operation which, in the main, will be supplied by Danish boats?

This proposed involvement in industrial fishing just about completely undermines the British position in the EEC. Minister John Silkin has been constantly grinding it into our EEC partners that industrial fishing has got to be reduced if there are to be any real hopes of achieving an effective conservation policy.

Apart from its political implications, the establishment of two massive fish meal factories able to handle 800-tons of fish a day, also looks economically suspect. The 200-ton a day factory at nearby Stornoway can only be operated at maximum capacity for brief spells in the year.

Two top Scottish fishing families have been named on the planning application as suppliers to the factories, but even their prolific catching powers will not be enough to sustain the operation. And this can only mean that the foreign hordes will move in.

The Council Convenor who approved the planning application has already said that "conservation is not really our business." He's quite right, thank God — and the Government should now move in and put a stop to the whole crazy plan.

## Patrol fleet to expand

THE ROYAL NAVY has decided to increase the size of its fishery protection fleet operating off the south-west coast.

At present there are five ships on patrol — HMS *Jersey*, *Guernsey*, *Shetland*, *Orkney* and *Lindisfarne*. At any given time, three of them are at sea.

Now it has been announced that two more will be added to the fleet by next autumn — *Alderney* and *Anglesey*.

The extra ships are needed to keep a watch on the ever-growing mackerel fleets.

The exemption of wages of Scottish fishermen from maintenance orders was being ended, bringing them in line with English fishermen.

Mr. Prescott, in his speech, welcomed the action that would be taken "against those who encourage drunken fishermen to board vessels or to fly to Scotland to join a vessel."

The Bill was read a second time and will be going into committee soon.



**Barnetts of Frying Pan Alley Ltd.**

SMOKED SALMON SPECIALISTS, QUICK FROZEN SEA-FOOD AND DELICATESSEN MERCHANTS

Mrs. Kitty Barnett,  
The North East Nursing Home,  
LONDON, N.E.2.

Christmas 1978.

Dear Kitty,

Last Sunday when I called to see you, you asked if I was happy in my work and why I hadn't been promoted ... well, Mum, looking nothing like a bit of a hard nut, but not wanting to really, I was in your hands ... I was, I was, and I didn't want to shout in front of the other people in the room and suddenly make them up.

But, to tell you the truth, I'm not very happy, and because of victimisation, against me by a certain person whom I shall not name (I try not to cause trouble), I wish my promotion was postponed and I may not be chairman this year. I wonder the old man — He's over 50, you know, Mum — holds on to the job; it's a piece of cake ... with my marvellous sense of humour, I should say, piece of fish, dot it, Mum? Associated Fisheries ... piece of fish, see?

He comes in every morning with a grim look on his Cornish-tanned face, like a Chancellor of the Exchequer warning the country on telly, nearly knocking off his feet poor old Sergeant Dovesell, our bouncer from the Corps of Commissioners, who rushes to open the front door for him, call the lift and park his Corniche.

Once in his room, and ballana me, Mum, we all know when He's there, because He slams the door with a terrible bang and starts shouting at poor Maude to bring His coffee, and then we all stand at the bottom of the stairs to listen in silent horror as He reduces the poor thing to tears, and when she comes down with swollen red eyes to join us for our modest lunch, we just don't know where to look, because she needs the job to keep a roof over her head, and seven little ones to feed.

On Friday she was so upset because He had trampled on her Christmas cards and brutally pulled down her mistletoe, that she didn't put a fork into her Truite de Riviere Granobles, pushed away her Poulet à l'Estragon et au Vinaigre (just a kiss of garlic) and even refused to look at her Vacherin Chantilly aux Fruits.

The cook was very upset but managed to cajole the poor old soul into eating just a few spoonfuls of Stilton, and sip a glass or two of His 1927 Fonseca; and then we helped her upstairs for a nice lie-down. It was pitiful to see her lying there on the chaise longue, completely exhausted, without enough strength left in her tear-racked body to answer any one of the five loudly ringing phones. He, of course, had deserted her and pushed off to His Christmas club pay-out.

You may not believe this, Mum, but He still hasn't paid the Agency for her, and she came her during World War I. What makes it so awful sad is that she's getting on a bit now and jobs aren't so easy to find when you're the wrong side of you-know-when. Shame. And for years she's dropped her commitments for Him. She expects to be sent to the Trawling Division at the end of the year: Grimshy, I believe; or is it Hull? Doesn't matter really. She's a fool to herself, you know. Better to take her pension and leave Him. I mean, where's loyalty and honor? General Schools Certificate got her? Varicose veins, and an old-fashioned hearing aid that keeps slipping out and falling into her manual typewriter.

But what a to-do there was here yesterday; you wouldn't believe it. We had some very, very important luncheon guests in the Board Room. They were from the Ministry, and everybody was rushing around re-arranging the flowers, emptying the ashtrays, laying a nice clean cloth — which we had borrowed from next door — and dusting the portrait of the Founder.

He gave them a smashing meal and stood on the pavement bowing and scraping as they left. Keep your eyes open for the New Year Honours List, Mum. But I'm afraid it won't be your poor son's name you'll be reading.

M. Barnett of Frying Pan Alley

... and me





# GO-AHEAD FOR TWO FISH MEAL PLANTS

DESPITE strong objections from Scottish fishermen, approval has been given for two fish meal factories to be built in the Western Isles. This decision flies right in the face of Minister John Siskin's aim to reduce industrial fishing.

The Western Isles Council has approved a development committee recommendation to grant planning permission in principle for two fish reduction factories — one at Breaclete on Lewis and the other at Ardevenish on Barra.

The applications were submitted by Lanebourne Protein Products Ltd. of London — a subsidiary of the Vincent Company of Tampa, Florida, USA. Each factory will provide employment for 36 people (24 full time) who would earn up to £4,000 per annum.

The Barra application was approved unanimously by the Council, and at Breaclete by 12 votes to nine, despite strong objections from national and local fishermen's organisations who expressed concern that industrial fishing would diminish fish resources. Local bodies in Breaclete were also worried about the offensive smell normally associated with such factories.

Councillor Sandy Matheson, chairman of the Development Services Com-

mittee, said that much of the opposition to the present HDB fish processing factory at Breaclete had come from the same fishermen's organisations which were now protesting and whose members were now making use of the new facilities at Breaclete. He felt the Council's first duty was to the Western Isles as a whole and not to sectional interests. The development would mean investment in the area, more employment and an increase in community prosperity.

He added: "The balance must be in favour of accepting a slight nuisance and an 'Unbelievable' decision angers fishermen

saying that the nuisance is minimised. I would prefer to see the community coming to terms with the problems rather than accept the views of outside vested interests."

Rev. Jack Macarthur, Councillor for the Breaclete area, agreed that they should ignore outside voices. However, the local community felt that the application should be refused on two grounds — prematurity and smell. The company had been invited to send a representative to address the local people. They had declined stating that their

first interest was not Lewis but a factory in Barra.

They hoped that once the Barra factory was established that people from Breaclete could go there and see the factory in operation because there was no similar type of reduction factory in the UK. They were not really closing the door on a factory at Breaclete but it was felt that it was not an essential part of the company's current developments.

Convenor, the Rev. Donald Macolay, said: "We should make ourselves look ridiculous if we do not approve this factory after crying out for development to help the unemployment situation in the Western Isles." He felt that conservation of fish stocks was a matter for the government and not for the council.

John Crighton warned that 24 full time jobs at Breaclete could be to the detriment of 100 fishermen at the end of the day.

Concerning the offensive smell involved, Councillor James Macrae of Stornoway said that the main cause was when the fish was landed. He added: "Sometimes the pout landed at Stornoway tanks so bad that even the seagulls will not eat it." He felt they should not rush into making a decision, especially after they had approved the one for Barra.

It was agreed to approve the Breaclete application in principle subject to a number of conditions. These included no Sunday work and no open air storage for fish or fish oil. The council also agreed to give their strongest support to the HDB in ensuring that effective controls were operated on the type and quality of fish landed.

John M. Morrison, chairman of the Stornoway fishermen's port committee, stated afterwards that the council's decision was 'unbelievable'.

He added: "To say that if we don't join the Danes in the destruction of our fish stocks they won't stop doing it is perfectly true. But we don't want to destroy our fish stocks. What we want is to see our husbandry resources that we can enjoy a harvest in perpetuity."

"The whole of the fishing

industry in Scotland is clamouring for the extension of the pout box from the North Sea to the west coast. This is the only hope we have of stopping the criminal assault by the Danes on our fish stocks. Were we to join this wanton destruction we claim to be concerned with conservation would be completely discredited."

Recently, Fisheries Minister John Siskin made clear to the Danes in a television interview that "industrial fishing was a totally irresponsible attitude towards conservation." Later, at a press conference, he claimed that he had reached agreement with the Germans that a governing principle of the community's conservation policy must be priority for human consumption.

Mr. Morrison said: "In view of this unequivocal declaration of Government policy we have little fear: the Secretary of State will authorise the commencement of industrial fishing in the Western Isles on a self-imposed basis."

But now that there is a move by the Shetland Orkneys, ourselves and Clyde to gain control over local resources, we fear the Secretary of State will hesitate to hand over the very considerable power at authority that has itself so completely irresponsible as to be prepared to sacrifice our only indigenous resource for the sake of a handful of shore jobs in a meal factory."

## Loophole boat is up for sale

GRIMSBY'S controversial beam trawler *Brittana* is up for sale after making only one landing at the Humber port.

The ten-year-old vessel hit the headlines in September when she arrived from Holland where she had been hid up after receiving com-

pensation from the Dutch government.

She was then re-registered in Grimsby quite legally through a loophole which even MAFF Minister, John Silkin, was powerless to change.

Hastily convened meetings of fishing vessel owners at Grimsby forecast 'queues of foreign trawlers' were waiting to follow *Brittana* and register as British vessels entitled to a share in UK fishing quotas. But the fears have proved groundless so far.

*Brittana* is now once again laid up and in the hands of Dutch brokers at Harlem. A spokesman for the Jubilee Fishing Co., *Brittana*'s Grimsby agents, told *Fishing News*: "It is completely the owning company's decision to sell *Brittana*. As agents only, we have no say in the matter, and take our instructions from the owners."

The owners had told *Fishing News* the boat had been sent to England to work because it was sheer waste to leave her tied up.

## MERCHANTS COULD NOT FIND CASH

BILLINGSGATE fish merchants have lost the battle to run their own show when the market moves — in the early 1980s — to a site in the West India Docks.

They could not raise the £5 to £6 million needed to convert the new building.

The new market will continue to be run by the Corporation of London and merchants face a hefty increase in rents.

The only way the merchants will have in the new set up is through their participation on a committee, on which the labour force and retailers will also be represented. But this committee will have no executive powers.

The present market superintendent, Charles Ward, is due to retire next March and the post is now being advertised. It is understood that Mr. Ward will be retained in a consultative capacity.

## Tainting 'unlikely'

THE newly-issued Department of Trade report 'Christos Bitas — the fight of sea against pollution' contains very little information about the effect on fisheries of oil escaping from the tanker after she was damaged off the Welsh coast on October 12.

The report's only reference to fisheries is as follows: "There was slight damage to fishermen's gear such as foul nets and lobster pots lost through spraying operations."

Within the affected area there are important lobster and crab fisheries, but it is unlikely that significant tainting has occurred, although there may be the isolated case.

There are also important nursery areas for certain species of fish which may be

## MINE BLOWS UP IN NET

A CORNISH fishing boat was blown out of the sea on Monday when she trawled up a war-time mine which exploded in her net which was being hauled but was still deep.

The mine was caught five miles SE of St. Anthony's light, by the 52 ft. trawler *Waterloo Warrior* (LT289) which was fishing for whiting and sole.

Skipper John Marshall (38) of St. Mawes said: "There was a tremendous explosion about 60 ft. from us and the whole mass of cordite and muck came to the surface. The doors were blown off the wheelhouse, galley and engine room. The radar was lifted off its stand and the top was even blown off our gas cylinder."

Skipper Marshall and his crew — Ken Walker,

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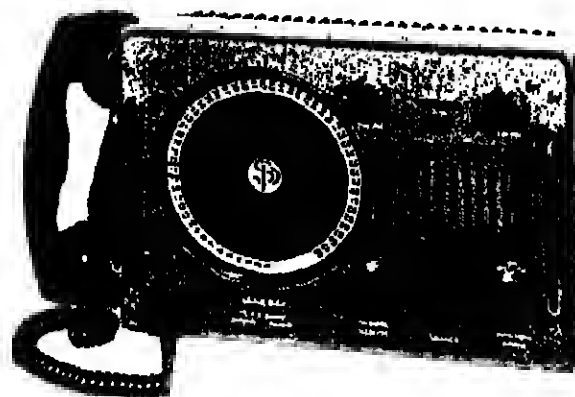
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ANY DECCA DEPOT

## ... pout box call

PLANS FOR the fish meal factories at Barra and Lewis could take a knock with calls for a pout box to be established off the west coast of Scotland.

Many Scottish fishermen now see this as the only way to curtail displaced industrial fleets from Denmark and Faroe, which have now moved round from the North Sea to the Scottish west coast.

These boats have been moving heavily into this area to escape the North Sea pout box.

The foreign fleets are mainly concentrating on the grounds south of Barra Head.

This is causing a good deal of anxiety among local west coast fishermen for whom these are important grounds

— especially in the summer months. There have also been renewed calls for an extension of the North Sea pout box to give more protection to Shetland fishermen who are suffering from the same problem as the men on the west coast.

The North Sea pout box has forced Danish and Faroese vessels to concentrate their industrial fishing off Shetland.

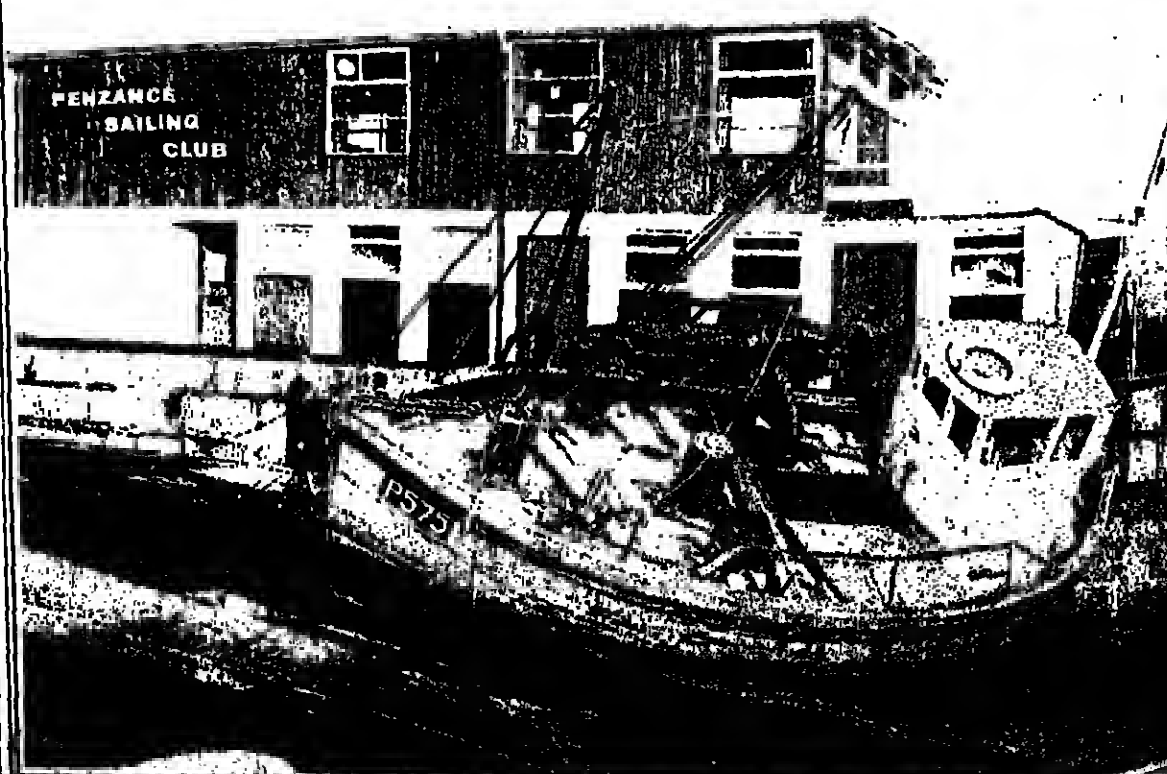
The result of this say, local fishermen, has been a reduction of over half in the had-dock catch this year.

## Victim of gale

A CASUALTY of the recent gale at Penzance was *Down* (below), high up on the selling slipway.

Enormous waves swept the pier last Friday night with the high tide, the driven by SSE winds, and the gusts to severe gale force 9.

There was damage to small boats in the harbour and one Mini-van, left at the harbour front, ended up upside down in the water.



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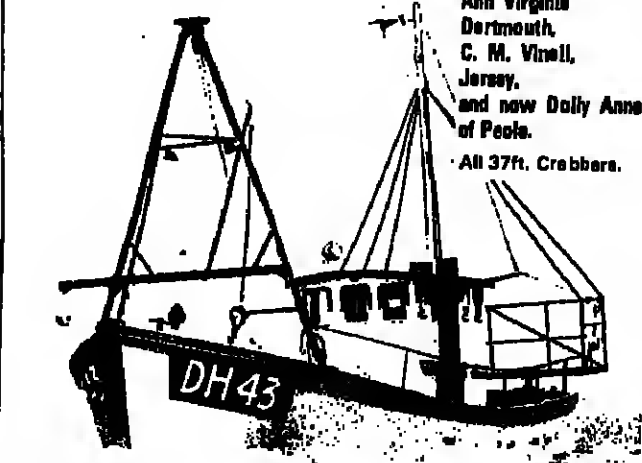
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# Icelandic trip tops Grimsby SMALL FIRMS SUFFER AS PRICES RISE

THE SLIGHT improvement in wet fish landings at Grimsby last week — up to over 12,000 kits — was still not enough to meet the demands of all the port's merchants — especially many of the smaller concerns.

Quayside prices were buoyant all week end, in the face of a steady demand, many merchants found themselves living out of their cold stores to meet regular orders.

Most of the frozen stocks are already processed, so the most depressing feature of the week was the lines of empty fillisters stands.

Nevertheless, it was a much better spell for the port's trawler owners and grossings generally were all fairly respectable.

There were no distant water landings by local trawlers and the market was left to foreign visitors.

Heading the list was the Icelandic trawler *Lorus Sveinsson* (Skipper Gudmundur Kristjansson) with a grossing of £53,409 from a turnover of 1,088 kits landed through the Fylkir agency.

The Icelandic's boxed catch included 450 kits of cod, 80 of haddock and 350 of plaice.

Later in the week the Boston-Sleigh agency also got into the big money with a splendid trip by the Faroese trawler *Kuikk* (Skipper Sorin Lannhaug). Almost single-handed she saved the Friday market from collapse with a landing of 1,104 kits, mainly cod and haddock, worth £50,030.

Essentially the best all-round trip in the middle and near water section was made by



Lindsey Trawler *Tom Grant* averaged a staggering £64.57 per kit at Grimsby last week after a 11-day North Sea trip.

Lindsey Trawler *Tom Grant* (Skipper Bob Sinclair) from a landing of just 177 kits, mostly first-class plaice plus a little cod and prims, the 116-footer grossed £11,429 after an 11-day North Sea trip. She averaged a staggering £64.57 per kit.

Nt far behind, on the same market, Lindsey's *Loveden* also hit the big kit average of £66.84 from a similar trip of 13 days worth £10,914. She had 192 kits of plaice and cod.

The big earners in this category were BUT's middle water fleet and, from several landings, the firm banked grossings in excess of £140,000 for the week.

Consistent *Ross Jockol* (Skipper Paddy McCarthy) put in the top local trip of the week with a grossing of £26,592 from 764 kits, including over 430 of coley and nearly 200 of haddock, after 16 days at sea.

*Ross Kipling* (Skipper John Roberts) put the night-mara of her last trip well behind to average over £2,000 per day when she grossed £22,502 in just 11 days from 696 kits (mostly sullocks and dogs). Also in the money for BUT were *Ross Cougar* (£20,641) and *Rosa Lynx* (£20,698).

H. L. Taylor also had a much better week with *Erino* (Skipper Bill Hodann) scoring



well. After only 14 days the 118-footer grossed £13,252 from 511 kits, including £20 of cod and codling, 115 of haddock and 110 of dogs.

Hamlings' *Belgians Jean Helene* (£16,081) and *Jude* (£15,180) brought in much needed plaice and lemon.

whilst *Consols* hit the high spots from the four-seine landings with *Rosenborg* (£12,678), *Falkenberg* (£5,781) and *Lindenberg* (£2,967).

**'SMELL' TEAM HEADS SOUTH**

THE Department of the Environment is to send a team of experts to Falmouth in an attempt to find a solution to the pollution problem caused by factory ships in the bay and harbour.

The Foreign Office is also being asked to approach the Government of the vessels involved, and the owners, to make representations to them.

These moves have been promised by David Howell, Minister of State at the DoE, after meeting a deputation from Carrick Council, Falmouth and Truro Port Health Authority and Falmouth Harbour Commissioners.

At the meeting with the minister were officials from the Department of Trade; MAF; the Department of Health; the Foreign Office and the SW Water Authority.

They heard about the Falmouth problems in detail — smell, noise, pollution and the interference with TV reception.

David Mudd, MP for Falmouth-Cambridge was led the Cornish deputation, said they were delighted with the open show by the Minister and with the promises he had made.

# Pot limit and licences needed off south-west

SIR, We read with great interest the article on shellfish resources in the south-west by Dr. Eric Edwards (*Fishing News*, November 17).

As crab fishermen we are particularly interested in his statement that "it is unlikely that many of the local crab grounds, including those off Star Point, could sustain any further increase in fishing effort."

Surely it is now time for the Ministry to enforce strict con-

## LETTERS

servation measures beyond merely raising the minimum legal size.

Two vital steps should be: (1) the licensing of existing crab fishing boats with no new licences being issued unless a boat drops out of the fishery, and;

(2) limiting the number of pots worked by each boat, say

on a basis of 100 pots per man. These measures would not please everybody, but at least they would be a realistic step in preserving an important fishery as opposed to putting it at grave risk like the lobster.

In the words of Dr. Edwards, "lobster catches have declined steadily in some areas during the past decade and the fishery is now at a low level." On crabs, he said "a worthwhile living cannot be made by diver or potter".

J. Fletcher (Cadgwith), D. Mulhead (Falmouth) and B. Mundy (Mullion), Sparrow, Budock, Falmouth, Cornwall.

## Prawn decline

SIR, On the letters page in *Fishing News*, October 20, the two writers from Wilepool appear to resent the fact that the port is primarily a herring/mackerel centre and has been for centuries.

It was due to the east coast herring fleet working out of Wilepool that I earned enough money to buy my own boat (the *Highlands* and *Islands* Development Board turned down my application for

boat grant assistance). Mr. Smyth, who has only been fishing here for about two years, is hardly able to judge the effect of factory ships on prawn fishing which has been going on in this loch for the last 15 years.

Overfishing is just as likely to have caused the decline in prawn returns as the waste from factory ships. NEIL CAMPBELL, Skipper, *Elsa* (UL 138), 44 St. Valery Place, Wilepool.

## TRIALS FOR CAROUSEL LINE BOAT

THE FIRST boat to be fitted with a production Carousel longlining system from Transatlantic Fishing of Pearyn, Cornwall, was due to start trials yesterday (Thursday).

She is the former Scottish 35-footer *Silver Fern* which has been bought by Perleaven, Cornwall, fishermen Bill Tate and Norman Buswell who both sold their boats to pool money to replace the craft.

Finishing touches were being made to the boat earlier this week and she is expected to start fishing soon.

*Silver Fern* has been virtually rebuilt at a cost of thousands of pounds and the complete longlining system alone has set the owners back around £8,000.

However Ian Frost, boss of Transatlantic, says this includes all-new hydraulics, the best drum and other line gear all built and installed to the very highest standards. No expense has been spared to make the boat perfect, he told *Fishing News*.

She will start off using 8,000 snoods, but the system can handle double this amount. The Carousel was developed with help from the White Fish Authority Industrial Development Unit at Hull.

Equipment supplied to the boat by Transatlantic includes line drum with automatic guide-on gear, snoods and hooks, Caterpillar capstan line hauler with hard-wearing polyurethane hauling face, the safety shooting tube.

*Silver Fern* will operate from Newlyn as facilities are better there than at Portliver, where both men previously went line fishing

on a basis of 100 pots per man. These measures would not please everybody, but at least they would be a realistic step in preserving an important fishery as opposed to putting it at grave risk like the lobster.

In the words of Dr. Edwards, "lobster catches have declined steadily in some areas during the past decade and the fishery is now at a low level." On crabs, he said "a worthwhile living cannot be made by diver or potter".

J. Fletcher (Cadgwith), D. Mulhead (Falmouth) and B. Mundy (Mullion), Sparrow, Budock, Falmouth, Cornwall.

## LAST-GASP RESCUE



Two of the men who helped in the rescue: Robert Stewart (left) and George Walker.

THREE fishermen have rescued a fourth from the brink of death in an Ryamouth Harbour rescue.

Ronald Sorbiston (25) of Eyemouth had climbed down a ladder on the harbour wall to board *St. Nicholas II*. He missed his footing and fell into the freezing cold water.

Three other fishermen — Robert Stewart and George Walker, both of Eyemouth, and Jim Wilson of St. Abbs — heard his shouts for help and rushed in his rescue.

Mr. Walker and Mr. Wilson went on to the boat and tried to grab the man in the water. Mr. Stewart had one foot on the ladder and one on the boat, but *St. Nicholas* moved on the high tide and he too fell in.

He managed to grab hold of Mr. Sorbiston and the three pulled him to safety.

Mr. Sorbiston was detained in Berwick Infirmary where he was said to be "under observation".

# Sometimes you depend on a diesel for more than your living.



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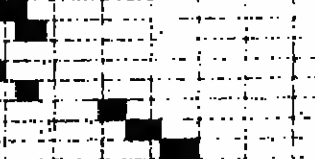
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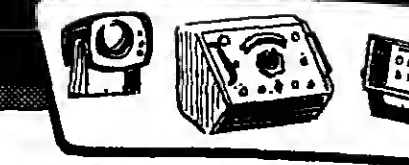
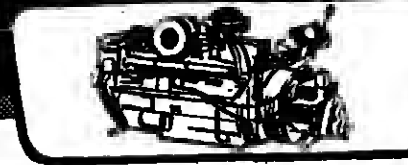
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# fishing news

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THE NEED to extract the maximum work from small fishing craft has resulted in growing interest in propulsion ducts or propeller nozzles.

For fishing vessels, an attractive design which has been in service for a considerable number of years throughout the world is the Burness, Corlett & Partners (BCP) Generation 4 steel duct consisting of completely dovetailed surfaces throughout.

The duct is very nearly self-aligning as the more sophisticated double curvature shapes but due to the simplified shape construction costs are reduced by one-third.

### Patented

Recently, however, BCP has developed and patented an approach to the design and manufacture of glass reinforced plastic (GRP) ducts which has advantages.

First, it is possible to produce a duct or nozzle at a very much lower price than in steel, in many cases under half the price of a steel duct.

# MANX BOAT TOWS HARDER WITH GRP NOZZLE

Secondly, the duct does not need painting or cathodic protection.

Thirdly, it is light and easy to handle and install.

The main difficulty with the use of this material for ducts lies in the operating conditions in the throat area of the nozzle. Here, there are very high sweeping velocities across the face of the material produced by the tip of the propeller blades plus, in many cases, the scouring of inplant tip vortices from the blades. Also there may be a degree of local cavitation.

GRP is not a suitable

material for use in such an environment unless steps are taken to make it so.

As a result of considerable research, BCP has produced the Glasduct design which has now been installed and is building up service experience.

This approach, for which patents have been applied in a number of countries, opens the advantages of ducted propulsion to a wide range of fishing vessels at modest cost.

The boat with the GRP nozzle is the Peel-based trawler *Leura*, which is 48 ft. long and was built around 1938. She is powered by a Gardner 8LX

diesel of 110 hp at 1,300 rpm and is at present working on quays under her skipper-part owner, Geoff Corbett.

Gillford trials of the vessel fitted before and after installation showed that there was a 44 per cent increase in the tow rope pull. The speed of the vessel was comparatively unaffected and the existing propeller was used for both trials.

Immediate service results show a very worthwhile improvement in gear-handling capability, plus the additional advantage that the stern holds the water better.

### Sizes

Generally, Glasducts will be of the BCP Generation 4 hydrodynamic profile and design will be available in a wide range of sizes.

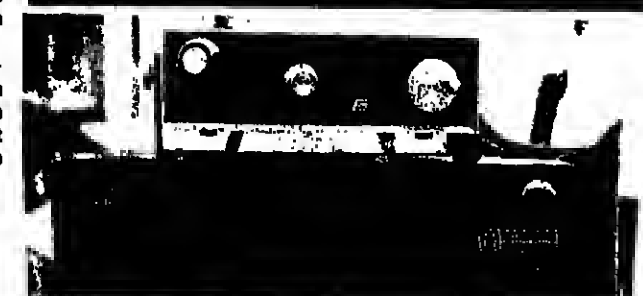
Arrangements have been made with fabricators which can supply the completed duct and fit it to a vessel.

Steel-hulled boats can be fitted in a few hours, but with wooden hulls installation times depend on the exact layout of the hull structural timbers and their condition.

If the existing propeller can be used for the Glasduct installation, the costs and the time out of service are reduced to the minimum.

According to BCP, the development of the Glasduct has been proven to provide a significant improvement in fishing vessel performance at what is arguably the lowest initial investment and reduction in future maintenance costs.

## VRM for two small radars



The new variable range marker mounted on a Seavoxer.

THE TWO reders in the range produced by Electronic Laboratories Ltd., the Seavoxer and the Seavoy, are designed specifically for small craft.

There have been many demands for a variable-range marker to be incorporated, but this has been omitted to keep down costs. Now a unit is available which can be added to these sets as an extra.

The new unit has been developed by the Electronic Laboratories agent in Hull, Leat Development Ltd. It comprises a small box which is normally fitted to the top of the set, but which can be located remotely from the radar if required.

The unit is wired into the main set and connection is quickly carried out by a roder mechanic.

There are three controls on the unit. On the left is a

### Collision

Variable-range markers greatly extend the use of small boat radars and are of great assistance in collision avoidance and navigation. It is anticipated that eventually they will become an integral part of all radar sets but in the meantime, this unit meets the requirements.

Details from: Electronic Laboratories Ltd., Fleet Lane, Poole, Dorset.

# A breakthrough in video processing

With ordinary radar there are six fundamental problems that can hinder the interpretation of a radar picture - Sea clutter, which can be dealt with by manual adjustment of the sea clutter controls; Rain clutter, dealt with by manual adjustment of 'rain' and 'sea clutter' and 'gain' controls. (These controls require constant skilled adjustment, sometimes over long periods, and provide at best a compromise solution.) Radar interference from other ships and receiver noise from own ship also worsen the picture. Weak echoes are hard to pick out and small echoes are even harder to see at long range.

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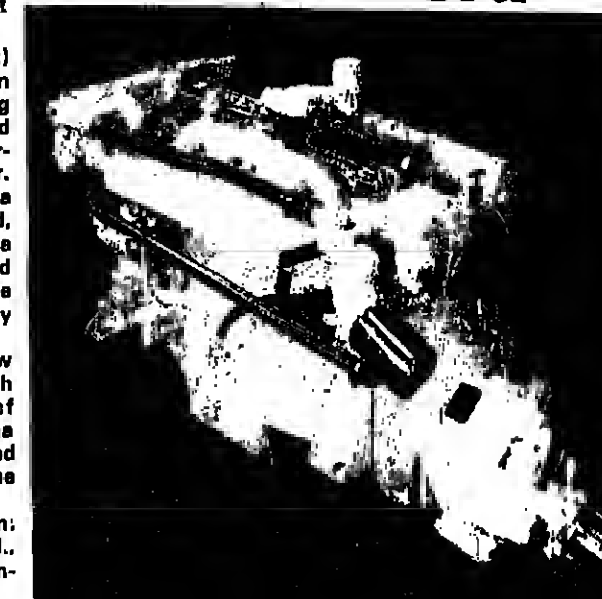
### Speedy Mermaid based on Ford

MERMAID MARINE, which specialises in mariniating diesel engines from the Ford range, has introduced an engine to replace the type 888-ET-210. The engine develops 215 hp at 2,800 rpm.

The new engine (right) differs from its predecessor on three counts. The cooling system has been redesigned and now incorporates a Mermaid-designed heat exchanger. The turbo-charger on the engine is now water-cooled, which increases both the power and the efficiency; and new Mermaid-designed pistons give improved fuel economy with lower emission levels.

Mermaid offers this new engine with a 24-month warranty - double that of many comparable engines. The engine is particularly designed for high speed, twin engine layouts.

Further information from: Mermaid Marine Engines Ltd., 78-72 Cobham Road, Wimbome, Dorset, BH21 7RN.



## POCKET SURVIVAL RADIO

A POCKET SURVIVAL radio transmitter designed with help from Ministry of Defence research and development establishments is now being sold.

The new Loost beacon, despite its small size, sends out a signal up to a range of 200 miles which can be picked up on the distress frequencies 121.5 and 243 MHz by listening search and rescue services.

Developed over a period of three years by the Hull-based Electronics Marine Group, the Loost beacon uses the latest technological advances.

The beacon will for around £100. They weigh only 330 gms and have a shelf life of up to ten years without servicing.

Self-contained in a tough fluorescent plastic casing, they are powered by a 13 volt high energy lithium battery. The Loost beacon, which incorporates a powerful transmitter, is buoyant and will withstand being submerged to depths in excess of 50m.

The beacon will function in temperatures from -20°C to +60°C with a transmitting endurance of 36 hours at +20°C. Operation is by the removal of a pin by a ring pull.

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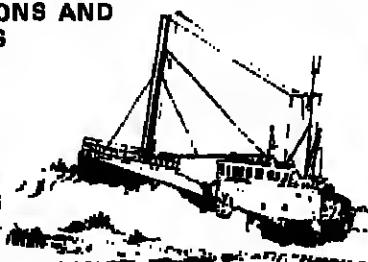


## Dexstar BILGE-WASH

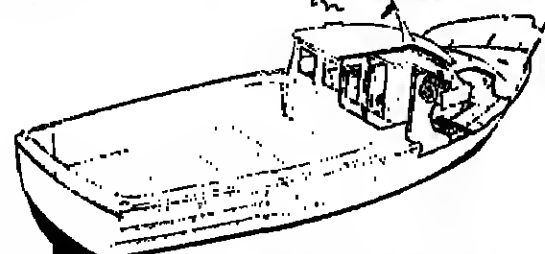
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# BOAT FOR IRELAND IN FROM FRANCE



PAMMBRID, a new 86ft. long French-built stern trawler for Ireland, sailed into Dublin on her delivery trip from Dieppe on Thursday last week. Brendan O'Kelly, chairman of the Irish Sea Fisheries Board which financed the boat under its Marine Credit Plan, greeted PAMMBRID which has been built for Skipper Michael Colleghan. The steel-hulled boat, which has a forward wheelhouse, will join the Killybegs fleet and has been built at the Ateliers de Chantiers de la Manche yard.

Her main dimensions are: length overall, 86ft.; moulded breadth, 23.6ft.; depth to upper deck, 18ft.; and draft aft, 10.5ft. PAMMBRID is powered by twin French-built Baudouin diesels developing 400 hp at 1,800 rpm.

## Site for new Guernsey fish quay

STEPS are now being taken to look at the possibility of providing Guernsey fishermen with their own quay in St. Peter Port harbour.

Lack of moorings and space has been worrying fishermen for years. And a meeting between the men and the Sea Fisheries Committee has resulted in a specific area of the harbour being examined.

If the present idea now being looked at is carried through and approved by the States parliament, it would entail the building of a new jetty.

It has been pointed out that lack of further facilities will inhibit further expansion of the industry. The need for deep water moorings is also of paramount importance for a number of large boats with wells.

## Wrong boat

A REPORT in Fishing News, November 17, stated that Skipper David John Foreman, who fishes out of Peterhead, was moving an 85 ft. vessel built to replace his wooden boat Resplendent. This was incorrect. Skipper Foreman's new boat will replace his present vessel Resplendent.

We apologise for any con-

A working party was set up earlier this year to look at the problem of accommodation and Peter Bougoured, secretary of the Guernsey Fishermen's Association, has welcomed the move.

Something had to be done to overcome overcrowding at some berths where fishing boats were moored three abreast, he said.

Bill Merquend, sea fisheries officer, said the latest meeting with the fishermen had been "friendly and constructive."

## Launch at Newhaven

A 41 FT. 6 IN. long steel-hulled trawler is due to be launched at Newhaven, Sussex, today (Friday).

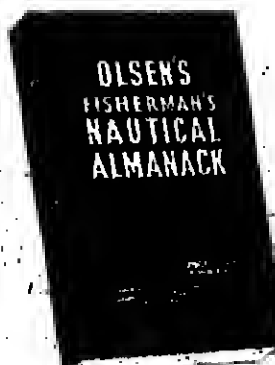
The trawler — the largest built for the port for many years — nearly didn't make the launch as she just escaped a fire at the boatyard where the hull was built.

John Robbline of Newhaven made the hull, which has a beam of 15 ft. and draft, 7 ft., and she is being completed by her skipper, Tony Haywood.

The boat is due to start fishing in about three weeks and is powered by a Gardner 6LXB diesel, with a

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## IRISH HERRING BANS

A COMPLETE ban on herring fishing by Irish boats off the south-west coast of Ireland and to the Irish Sea has been announced by Fishery Minister, Brian Lalor.

The ban was imposed after herring quotas in the areas were reached. The only exception where herring fishing is now allowed off the Irish coast is in the west, where the quota has not yet been reached.

The Celtic Sea and the high north-west coast have already been closed.

During the first eight months of this year Irish fishermen landed 14,889 tonnes of herring, compared with 7,140 tonnes in the corresponding period last year. The total was £4.5m. compared with £1.7m. last year.

POLICE CRITICISM of Grimsby fish merchants over their 'lack of security' for consignments of overland fish delivered at night has upset the Grimsby Fish Merchants' Association.

Last week a row blew up over the theft of 10 boxes of skate, valued at £300, which had been delivered overnight by road transport from Aberdeen to a fish merchant's stand at Grimsby.

Chief Inspector Derek Bamber, the head of Grimsby's British Transport Docks Board Police, called for more effort by merchants to accept fish brought into the port at night. He said that, apart from regular police patrols around the docks at

night, he did not have enough men to stand guard over every consignment of fish brought in.

It was wrong, he contended, for merchants to hold the BTDB Police responsible and spoke of an appalling lack of security by merchants who regularly left hundreds of pounds worth of overland fish from night deliveries unprotected.

The FMA said it had drawn up a plan some time ago to employ a private security firm with dogs to cut down the growing fish thefts, break-ins and vandalism which took place at night, but had dropped it because docks police told the FMA they were capable of dealing with these incidents themselves.

**Wrong**  
The FMA also claimed most of its members were highly responsible people who made every effort to accept night-time overland deliveries; it was wrong of

Inspector Bamber to blame the whole of the membership. A fish merchant member of the FMA told Fishing News: "We are all very hot up about the whole business. We don't expect the docks police to watch every box of fish, but we do feel we are entitled to a better service than is provided at night."

"The patrols which I know about just cruise around in cars. I think most of us would like to see a few more police out on foot at night. It's a very

difficult problem, especially since fish has become such an expensive commodity. "The now discontinued police checkpoints at Riby Square and Humler Street were a big deterrent as the FMA secretary has publicly stated."

**ACQUITTED**  
A DEVON fisherman fined at Torbay Magistrates Court in October for threatening a tourist with a knife has been acquitted following an appeal.

Paul Anthony Aitken-Smith from Pnignton, had denied using threatening behaviour to Paul Farrow of Manchester, following an argument over a rope.

# Stolen skate starts security row

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## HEBRIDES LOBSTER TAGGING

SCOTTISH shellfish scientists are asking for co-operation from fishermen to return tagged lobsters after two major tagging exercises carried out this year.

The first was conducted in May and June, when 1,280 lobsters were tagged and released on the extensive rocky shelf to the west of the Uists and Benbecula, Outer Hebrides. This is currently the most productive lobster fishery in Scotland.

The second experiment was in November when 330 lobsters were tagged in St. Andrew's Bay, Fife. This is an area which has been heavily exploited over many years and is notable for the high proportion of small lobsters in the catches.

Scientists from the Marine Laboratory, Aberdeen, used toggle tags in both cases. A small plastic toggle to which a numbered piece of yellow plastic tubing is attached is inserted into the lobster's extensor muscle, between the body and the tail.

The tag is not usually lost at moulting and is, therefore, ideal for studying rates of growth.

To fit the tag, a small incision is made in the arthrodiel membrane joining the carapace to the first abdominal segment. The toggle which anchors the tag in position is then carefully inserted with forceps and turned, so that it is at right angles to the incision. The operation takes less than 15 seconds.

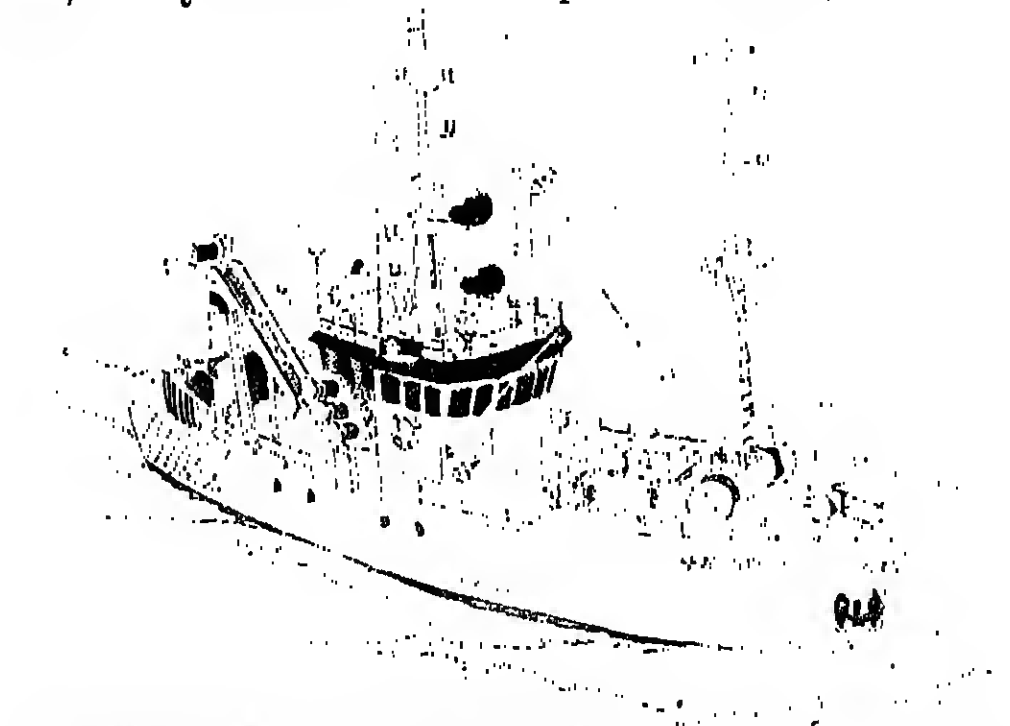
However, because the tag is small and may hang underneath the lobster, it may not always be obvious.

If a tagged lobster is caught, it should be taken to the local fishery officer or fisherman collector, who will give its full market value plus £1 reward and any out-of-pocket expenses.

In many cases, once the lobster has been measured and sexed by the fishery officer, it can be returned to the sea so that more information can be gained from it.

Co-operation from fishermen and buyers has so far been first class. Much of the credit for this is due to their own enthusiasm and to the efforts of the fishermen collectors. — R. G. J. Shelton, Marine Lab., Aberdeen.

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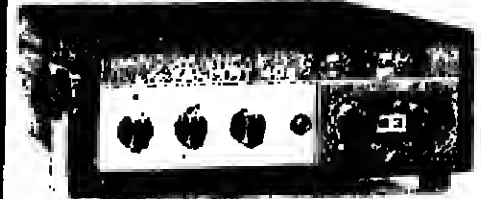
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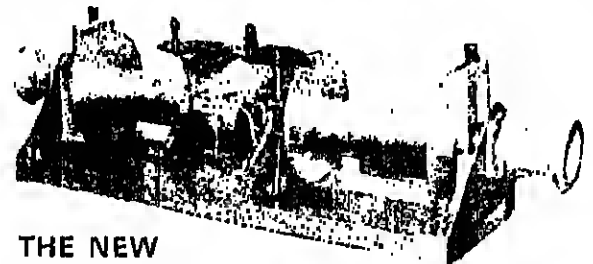
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# 'FN' FISH TRADING GUIDE

## going out

EXPORT SALES of fish products in overseas markets continued to rise and showed a significant increase in value in September. They amounted to £10.7 m, compared with £9.2 m. in the previous month and, for the first nine months of 1978, the total reached a peak of £96 m.

The most buoyant markets were the EEC countries which showed a rise of 23 per cent in value. Moreover, exports to other Western European countries nearly doubled in value and amounted to £1.2 m. Further rises were also recorded in deliveries to North America (with sales of £628,000), but there was a downturn in demand from the Middle East. Sales to that area dropped by over 50 per cent and amounted to only £185,000 (see Table 1).

A big upsurge in demand for dried fish was recorded and sales for these products rose from £282,000 to over £1 m. in September. Deliveries of fresh and chilled fish also went up and recorded an increase of 25 per cent in value. Exports of lobsters, oysters and crabs were also higher and reached £4 m., compared with £3 m. in the previous month (see Tables 2 and 3).

**TABLE 1 — EXPORTS OF FISH AND FISH PREPARATIONS**  
(by regions)

	Sept 1978	Aug 1978	Jan-Sept 1978
	£000	£000	£000
EEC countries	7,901	5,380	58,762
Other Western Europe	1,244	734	7,838
North America	628	670	5,660
Other developed countries	382	737	6,407
Latin America	45	35	429
Middle East and North Africa	185	381	2,954
Other developing countries	333	346	9,230
Communist countries	20	5	5,162

**TABLE 2 — EXPORTS OF FISH, CRUSTACEANS AND FISH PREPARATIONS**  
— by value

	Sept 1978	Aug 1978	Jan-Sept 1978
	£000	£000	£000
Fresh or chilled fish	1,597	1,359	11,139
Frozen fish	1,518	1,479	28,678
Fish fillets			
(fresh or chilled)	15	34	114
Fish fillets (frozen)	667	945	7,234
Fish meal for human consumption	-	-	134
Dried cod	7	1	135
Dried or salted fish	1,009	282	3,808
Smoked fish	889	468	5,045
Crustaceans and molluscs (inc. lobsters, oysters and crabs)	3,976	2,925	26,161
Prepared or preserved fish (inc. caviar and canned salmon)	1,087	1,540	12,411
Prepared or preserved crustaceans and molluscs (inc. crabs)	193	159	1,595

**TABLE 3 — EXPORTS OF FISH, CRUSTACEANS AND FISH PREPARATIONS**  
— by weight

	Sept 1978	Aug 1978	Jan-Sept 1978
	(tons)	(tons)	(tons)
Fresh or chilled fish	3,470	1,429	34,317
Frozen fish	2,228	1,390	111,463
Fish fillets (fresh or chilled)	15	31	110
Fish fillets (frozen)	720	847	9,752
Fish meal for human consumption	-	-	741
Dried cod	3	1	103
Dried or salted fish	1,503	344	5,808
Smoked fish	431	338	3,565
Crustaceans and molluscs (inc. lobsters, oysters and crabs)	2,312	1,878	17,888
Prepared or preserved fish (inc. caviar and canned salmon)	980	1,254	9,865
Prepared or preserved crustaceans and molluscs (inc. crabs)	85	89	714

## coming in

THE LEVEL of imports continued to ease and fell to £19.5 m, compared with £20.8 m. in August. Overall imports for the January-September period amounted to £184 m. and, as a result, the deficit on the trade balance in fish products rose to £98 m. (see Tables 4, 5 and 6).

A substantial fall in supplies from the EEC countries was recorded, the drop amounting to nearly £1 m. There was a decline of nearly £3 m. from the Scandinavian countries.

In contrast, an upsurge in imports from North America was evident, with total sales of over £3 m., compared to £2.2 m. in August. Further inroads into the British market were made by fish products from developing countries, particularly Latin America.

**TABLE 4 — TOTAL IMPORTS OF FISH AND FISH PREPARATIONS**  
(by regions)

	Sept 1978	Aug 1978	Jan-Sept 1978
	£000	£000	£000
EEC countries	4,958	5,833	57,007
Other Western Europe	6,585	9,066	68,857
North America	3,039	2,217	30,772
Other developed countries	1,407	1,214	11,656
Latin America	571	419	3,079
Middle East and North Africa	207	84	2,385
Other developing countries	2,701	1,553	15,538
Communist countries	55	410	4,147
* Australia, New Zealand, South Africa and Japan			

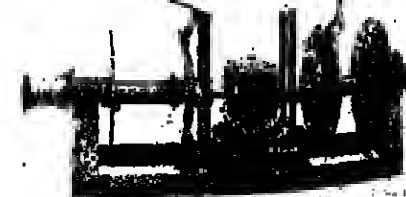
**TABLE 5 — IMPORTS OF FISH, CRUSTACEANS AND FISH PREPARATIONS**  
— by value

	Sept 1978	Aug 1978	Jan-Sept 1978
	£000	£000	£000
Fresh or chilled fish	2,776	3,061	30,837
Frozen fish	2,630	2,029	20,499
Fish fillets (fresh or chilled)	51	36	703
Fish fillets (frozen)	4,033	7,177	53,615
Fish meal for human consumption	-	9	14
Dried cod	10	12	79
Dried or salted fish	219	184	1,919
Smoked fish	47	36	376
Crustaceans and molluscs (inc. lobsters, oysters and crabs)	1,888	1,991	15,640
Prepared or preserved fish (inc. caviar and canned salmon)	3,914	3,330	49,138
Prepared or preserved crustaceans and molluscs (inc. crabs)	3,954	2,979	20,867

**TABLE 6 — IMPORTS OF FISH, CRUSTACEANS AND FISH PREPARATIONS**  
— by weight

	Sept 1978	Aug 1978	Jan-Sept 1978
	(tons)	(tons)	(tons)
Fresh or chilled fish	5,137	5,814	67,189
Frozen fish	2,761	2,210	28,272
Fish fillets (fresh or chilled)	41	33	659
Fish fillets (frozen)	3,989	6,949	48,248
Fish meal for human consumption	-	31	32
Dried cod	4	5	49
Dried or salted fish	343	247	2,655
Smoked fish	19	25	181
Crustaceans and molluscs (inc. lobsters, oysters and crabs)	954	1,534	11,021
Prepared or preserved fish (inc. caviar and canned salmon)	3,568	2,728	33,487
Prepared or preserved crustaceans and molluscs (inc. crabs)	1,831	1,192	8,844

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# 'Star' 38-footer for Essex

NOW based at Colchester, Essex, is the latest Aqua-Star 38 ft. Professional Fisherman built at St. Peter Port, Guernsey. The standard boat will be used for commercial fishing in the winter and summer angling trips.

Aqua-Star's 38 ft. boat has been developed from the firm's 32 ft. long GRP-hulled craft and has a beam of 12 ft. 9 in. and standard draft, 4 ft. 9 in. can, however, be reduced to 3 ft. to suit customers working from shallow harbours.

Around nine 38-footers are currently under construction at Aqua-Star's Guernsey yard and the craft will go into production alongside the firm's range, which includes 20 ft. Sea Fishermen and 27 and 32 ft. Professional Fishermen models, last year.

The latest 38-footer will be fitted with a stern gentry and Seawinch one-ton hauler and

the hull has an extra heavy GRP lay-up.

She is powered by a Perkins V-8 diesel of 160 hp and drives the propeller through a 3:1 reduction gearbox.

Wheelhouse electronics includes a 'Seilor' VHF and Simrad echo sounder. There is accommodation for two in the forward cabin which is complete with galley and marine toilet.

Standard engine for the 38-footer is a 120 hp diesel and complete boats are available from £21,500. Part-complete boats comprising heavy-duty hull with enclosed

wheelhouse, foredeck cabin, main bulkhead and four half-bulkheads, also engine bearers, costs £7,250.

In the past year 38-footers have been sent to Jamaica, Denmark and Sweden. Nearer home, one has gone to Margate, while two more are under construction for Plymouth, Devon, and Rosshire, Scotland.

According to the firm, 75 per cent of the 38-footers produced so far have gone commercial fishing.

Prices are "competitive" because the firm produces fitted out craft at the rate of one every ten days.



Aqua-Star's versatile new 38 ft. Professional Fisherman — she will be used for commercial fishing in the winter and for angling trips in the summer.

## Sou'Wester to join Dutch eel fleet

A DUTCHMAN who operates 14 eel boats has added an 18 ft. long Sou'Wester open craft to his fleet.

Mr. P. Gesthoed of Voorthuizen visited the Southampton Boat Show earlier this year to buy a boat, but failed to see the one he wanted.

A trip to the firm of "K" Cruisers Ltd. of Penryn Bridge, Bant-haven, Falmouth, Cornwall, ended in him ordering the 18-footer which is to be powered by a 35hp diesel and be fitted with sails.

## WELL FITTED MINI-LINER

LONGLINING out of Great Yarmouth is a new island Plastics-based 24-footer fitted out by the Norfolk engineering firm of Goodchild and Pearce.

Named Fulmar and registered at Great Yarmouth, she is owned by Brent Pope of Aylmerton, Norfolk.

The standard GRP hull was fitted out using mahogany and she has an aft wheelhouse and forecabin fitted with two 6 ft. bunks. Her decks are of 19 mm ply sheathed with GRP and

scuppers are cut into the hull. Her Perkins 4-108 diesel engine is fitted below deck level and drives through a 2:1 reduction Velvet Drive gearbox by Borg-Warner.

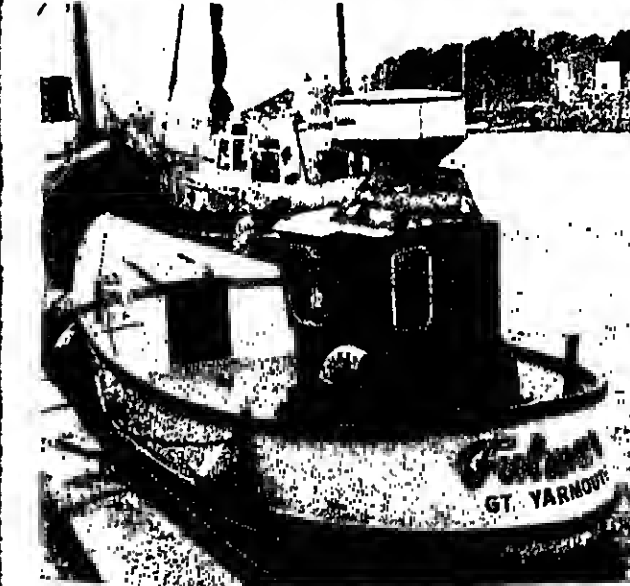
Fulmar is fitted with twin fuel tanks holding a total of 40 gallons and fish is stored in holds each side of the engine.

The boat has Morse Teleflex steering and wheelhouse aids include Seescan Mk. 3 radar, Modem ship-to-shore radio, Seafarer echo sounder and LW/MW radio. An "A" frame was

fitted forward to carry deck lights and lifting gear.

The new Goodchild and Pearce yard at Ormesby, Norfolk, acts as Norfolk agent for Island Plastics of the Isle of Wight.

Next boat from the yard will be a GRP-hulled Versatility 30 fishing/rescue tow boat.



The Great Yarmouth-registered Fulmar.

## Whitby yard's first trawler

THE SMALL Jack Lowther yard, which has been operating in Whitby for 16 years, has taken a major step forward by working on its first trawler.

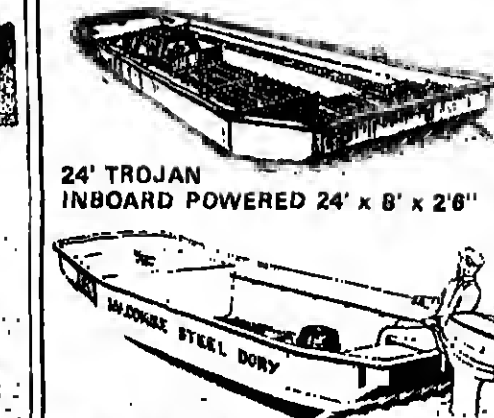
The vessel is an 18-ton vessel previously built at the yard was a five-ton, 34-footer.

A new road to be built to take the boat to the water for launching. A road bridge lies between the yard and the River Esk and it is impossible for the trawler to go through.

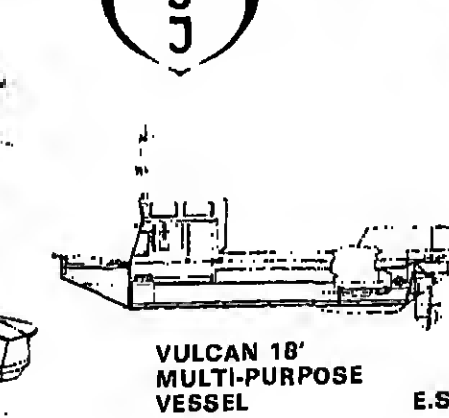
The new boat has a 15 ft. 6 in. beam, 6 ft. 3 in. draught and will be powered by a 130hp engine with a 42 in. propeller. She will have a wheelhouse, galley and four-birth accommodation aft, a tripod mast, seine/rawl winch, navigator, echo sounder and ship-to-shore wireless.

Despite the appalling weather at least three vessels combed the scene for over six hours in a rescue bid. Carlo sailed from Glimmy last Friday, and was recalled after the incident.

## Steel Workboats from E.S.J. Range



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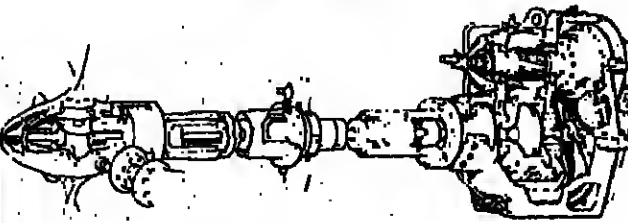
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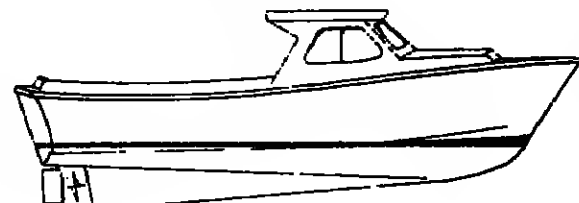
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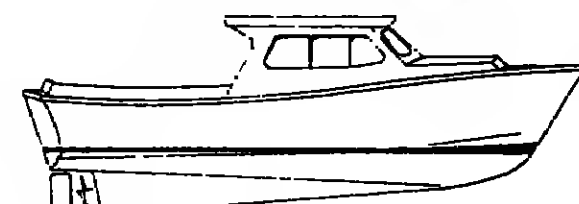
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LLOYDS - DET NORSKE VERITAS -  
W.F.A. - D.T.I.

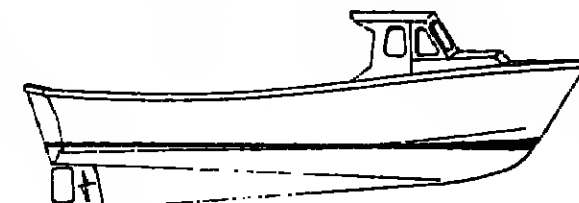
Standard Verdon



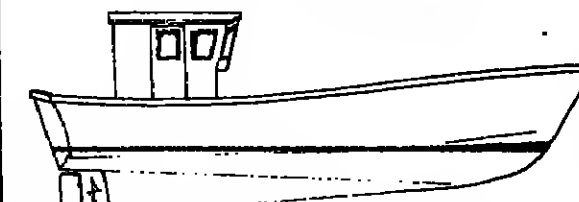
Standard Verdon — Ext. Wheelhouse



Workboat — Fwd. Wheelhouse



Workboat — Aft Wheelhouse



Hull design: Robert Tucker, A.R.I.N.A.

ALL VERSIONS 33ft. x 11ft. 9in. x 3ft. 9in.

(Please state which version interests you and whether  
you require details of part fitting out or a completed  
vessel).

FAST — STABLE — SEAWORTHY

The choice of professionals  
who know the sea and  
demand the best.

## Corrosion resistant hooks

IF YOU are accustomed  
to using unlined hooks for  
linguine or handling  
mackerel, cod, pollack  
etc. and in having to  
replace them frequently  
on account of their cor-  
rosion, you will be in-  
terested in some new  
hooks which are being  
made in France by  
Viellard Mignon and im-  
ported into the UK.

They are known as Perma-  
line hooks and the manu-  
facturers claim that their new  
plating process enables them  
to withstand corrosive in-  
fluences far longer than both  
tinned and stainless steel  
hooks.

When immersed in sea  
water, they say, the hooks  
will show no signs of being  
affected for 2,000 hours  
whereas stainless steel hooks  
will do so after 250 hours and  
tinned hooks after only 17  
hours.

This suggests that they will  
withstand corrosion caused  
by electrolytic action for  
these lengths of time but will  
not necessarily withstand the  
combined effects of elec-  
trolysis, atmospheric cor-  
rosion and attack by fish juices  
for as long.

However they certainly  
sound worth trying, especially  
since they are considerably  
less expensive than Mustad's  
nickel hooks and stainless  
steel hooks, and are only  
slightly heavier than VMC  
tinned hooks.

Details of sizes and  
patterns available, and  
prices, are obtainable from  
the sole importers — Sun-  
dridge Tackle Ltd., 26  
Marischal Road, Lough-  
borough, Leicestershire (Tel. 01-  
5318 1321).

## Draw and draft nets

"ARE draw and draft nets  
made and worked in the  
same way as beach seine  
nets? If not, can you tell  
us what the difference is  
between them?"

I think that draw nets and  
beach seines are identical in  
the way that they are made  
and worked but that a draft  
net is a somewhat special  
kind of beach seine.

The former are made in  
various sizes and in various  
mesh sizes. They are used to  
capture a variety of species  
but the method of working  
them is the same.

The net is stowed in the  
stem of a small boat and a  
warp attached to one end of it  
is held by a man on the beach,  
while his mate rows round in  
a semi-circle before landing  
with a warp attached to the  
other end of the net further  
along the beach.

Both then haul away  
steadily to draw all fish gilled  
or encircled by the net on to  
the beach.

Draft nets, as used in the  
Dee in Cheshire and possibly  
elsewhere for catching  
salmon, are still nets between  
170 and 200 yards long —  
usually made of nylon  
nowadays.

The main body of a draft  
net, which has a bag in the  
middle of it, is made of 4in.  
mesh nylon twine 45 meshes  
deep and the wings or gales of  
5in. mesh, 35 meshes deep.  
The top of the net is attached  
to a one inch circumference

line with floats on it and the  
bottom to a leadline. A large  
float is secured to the top of  
the bag and draft ropes are  
attached to the wings of the  
net.

Draft nets are usually  
worked from sandbanks or  
bars in the estuary.  
Procedure is for one man to  
row out at right angles from a  
bar on either flood or ebb in a  
boat about 18ft. long and then  
turn and shoot the net with  
the stream. His mate  
meanwhile remains at the  
point of launching holding on  
to one draft rope.

When the boatman has  
shot the net, he rows as  
directly as possible in to the  
bar, paying out his draft rope.  
When he lands, he may be  
100 yards or so away from his  
mate.

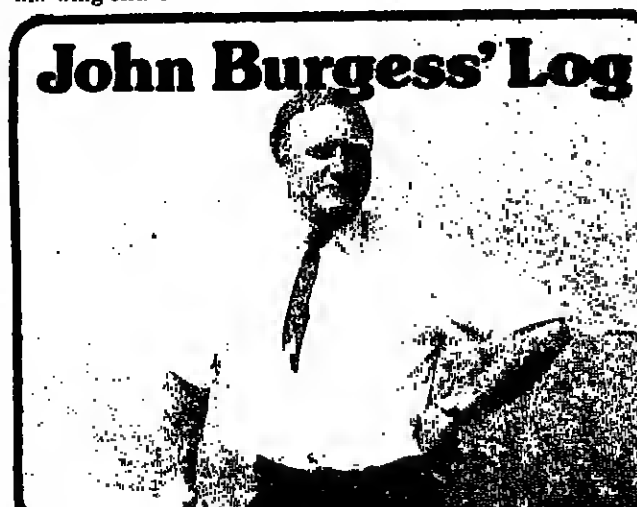
Having landed, he hauls in  
his wing-end of the net. And

side the landward door and  
lead the running part of the  
wire through the shed, down  
the beach, through the stem-  
head block and back through  
two more snatch blocks to a  
Land Rover on a track  
parallel to the shed.

"If the weather is dry, one  
Land Rover can then haul the  
boat up into the shed. But if it  
is wet and its wheels skid, an  
additional Land Rover and/or  
a hand winch have to be  
used to get it up the  
steepest part of the beach.

"A similar system is used  
for launching in the spring  
but this, too, puts immense  
strain on the gear. I am  
therefore trying to devise a  
better way of shifting the boat  
up and down the beach.

"I am no engineer, but it  
seems to me that a winch, in-  
stalled under cover in the  
landward end of the shed and



John Burgess' Log

when he has done so, his mate  
starts to walk along the bar  
towards him until only a dis-  
tance of about ten yards  
separates them.

Then both start hauling  
together, edging gradually  
towards each other as the net  
comes in. While hauling, care  
is taken to ensure that the  
float-marked bag is middled  
all the time.

## Winching system

"WE FISH salmon in the  
traditional way on the  
west coast of Scotland  
and, until recently, work-  
ed with a clinker-built  
cable under 25ft. long.  
We are now using a 30 x 9  
x 3ft. GRP boat which  
weighs 3.54 tons.

"In the spring we have to  
drag it out of the beach shed at  
the top of the beach and  
launch it. During the summer  
it is kept on moorings in the  
bay. In the autumn it has to  
be hauled up the beach to be  
laid-up in the shed during the  
winter.

"The beach is composed of  
shingle varying from the size  
of grapefruit to gravel and  
depth of loose shingle at the  
top is about 8ft. It is much  
affected by swell, particularly  
in winter, and we cannot  
therefore construct a perma-  
nent slipway. Range of spring  
tides is 14ft.

"The boat shed is at the top  
of the beach. Its seaward  
doors open directly on to it  
and the landward door are  
some 60ft. away from it. All  
doors open so that wire can  
be worked through the shed.

"To haul the boat out at  
the end of the season we lay a  
number of baulks, well grea-  
sed with tallow, from the  
water's edge to the shed. We  
fix a heavy rope bridle  
around the pins and thwarts  
and secure the ends to a steel  
snatch block hung outboard  
at the stem-head. We shackle  
a messenger wire to the ring  
of a 5 cwt. anchor buried out-

powered by electricity (we  
have recently been connected  
to a main 240 volt single  
phase power line) or by two 9  
hp diesels with which we  
previously generated our own  
power, would be the answer to  
the problem.

"Do you agree? If you do,  
will you please send me  
names and addresses of  
winch manufacturers who  
could give expert advice on  
the problem and quote for  
supplying a suitable winch?"

A winch of the type used to  
haul large beach boats out  
would undoubtedly solve  
your problem. But it would be  
an expensive solution to it.

Such winches are an  
economic proposition when  
they are used to haul boats  
out every day or so but to in-  
stall one for use twice a year  
only would be something of a  
luxury.

I suggest that you get in  
touch with Tiflor Ltd.,  
Halfway, Sheffield and find  
out whether one of their haul-  
ing devices would do the job.  
If it would, it would be an  
economical proposition as it  
could be used for other pur-  
poses when not required for  
hauling the boat.

If the biggest Tiflor hauler  
is not powerful enough for the  
job and you decide to install a  
winch, one or other of the  
following manufacturers in  
the north of England and  
Scotland are likely to be able  
to supply a suitable one.

A. F. Engineering  
(Scotland) Ltd., Seagate,  
Peterhead; Colts Engineer-  
ing, Princes Way, Team  
Valley Estate, Gateshead,  
Tyne and Wear; The Carron  
Company, Falkirk;  
Dauntless Marine Engineer-  
ing and Supply Co., Old

## ANY QUESTIONS?

IF YOU have any questions  
about boats, equipment, gear  
or methods, John Burgess is  
always prepared to try to  
answer them if they are sent  
with a stamped addressed en-  
velope for reply.

Market Place, Banff;  
Mackay and Macleod  
Engineering, Ewanston  
Industrial Estate, Ewanston,  
Ross-shire; Northern Tool  
and Gear Co., John St. West,  
Arbroath; D. F. Sutherland  
and Son, Shore St.,  
Loosiemouth.

## Fluke net advice

"WE HAVE made a fair  
living for the last nine  
years by using our 80ft.  
boat mainly for lobster-  
ing. However catches  
have not been so good this  
summer and, as there are  
plenty of plaice on some  
ground near here, we  
are thinking of trying our  
hand at netting them.

"The boat is fitted with a  
Ford D engine and a 1.1 gear-  
box. What size and type of  
fluke net would it be best for  
us to use?"

I think that it would be a  
good idea to put this question  
to someone who can not only  
give you more expert advice  
on the matter than I can but  
will be involved in supplying  
the net. Then, if it does not  
turn out to fish as well as you  
hope, you will be able to de-  
mand expert assistance in  
making adjustments until it  
does.

I suggest that you write to  
Norman Ollerton, manager  
of the Marine Division of  
Bridport Gundry Ltd., The  
Coast, Bridport, Dorset.

He could give you the  
benefit of his wide experience in  
making all sorts of nets for  
catching plaice and valuable  
information about the most  
profitable way to work them.

## Wreck fishing

A NUMBER of inshore  
fishermen have become  
interested in the potential  
profitability of setting gill  
nets over and around  
wrecks for cod and other  
species likely to be found  
in their vicinity.

Interest has dwindle  
largely because it is as es-  
sential to have a sonar in a  
boat to be used for this method  
fishing as it is a Decca  
Navigator.

However, Simrad has  
recently introduced a new  
sonar designed for use in in-  
shore boats.

Called the Simrad SY  
sonar it consists basically of a  
display/control unit, a  
transceiver, and a hull unit.  
Echoes from targets are dis-  
played on a 12 in. plan posi-  
tion indicator or screen and  
there are eight ranges from  
75-1500 metres.

Output power is 1000 watts  
and frequency is 80 kHz. One  
of Simrad's new ceramic  
transducers, stabilised and  
housed in a dome, forms an  
important part of the equip-  
ment.

The set also has a  
"memory" to facilitate detec-  
tion of targets at long range  
and a filter to deal with  
reverberations and other un-  
wanted noises.

It can be supplied with a  
12 in. dry paper recorder and an  
external loudspeaker can be  
connected to the transceiver.  
Further details obtainable  
from: Decos Radar Ltd.,  
Decos House, Albert Es-  
tate, Bankside, London, SE1  
whoever of the company's  
sales and service depart-  
ment nearest to you.

# Catches and Prices

## TOP LANDINGS LAST WEEK

GRIMSBY

12,678: Rosenberg, Conisol (Sk. N.  
P. Jensen), 280k, NS, 22 days.  
12,681: Folkenborg, Conisol (Sk. J.  
Carson), 171k, NS, 19 days.  
12,687: Lindenberg, Conisol (Sk. C.  
Thim), 64k, NS, 22 days.  
12,690: Carls, Jubilee (Sk. G. Han-  
son), 24k, NS, 7 days.

12,695: Lochearn, 28,522, (Sk. M.  
Cox), 232k, NS, 22 days.  
12,697: White Bank, Conisol (Sk. O.  
Christensen), 101k, NS, 6 days.

12,699: Wordley, Conisol (Sk. E.  
Lose), 122k, NS, 8 days.  
12,707: White Bank, Conisol (Sk. O.  
Christensen), 101k, NS, 6 days.

12,710: Jean-Helene (O 315),  
Hamling (Sk. J. Bassens), 253k,  
NS, 8 days.  
12,713: Juhel (O 198), Hamling  
(Sk. N. Hennsert), 257k, NS, 9  
days.

12,714: Jean-Helene (O 315),  
Hamling (Sk. J. Bassens), 253k,  
NS, 8 days.  
12,717: Juhel (O 198), Hamling  
(Sk. N. Hennsert), 257k, NS, 9  
days.

12,718: Jean-Helene (O 315),  
Hamling (Sk. J. Bassens), 253k,  
NS, 8 days.  
12,721: Juhel (O 198), Hamling  
(Sk. N. Hennsert), 257k, NS, 9  
days.

12,722: Jean-Helene (O 315),  
Hamling (Sk. J. Bassens), 253k,  
NS, 8 days.  
12,725: Juhel (O 198), Hamling  
(Sk. N. Hennsert), 257k, NS, 9  
days.

12,726: Jean-Helene (O 315),  
Hamling (Sk. J. Bassens), 253k,  
NS, 8 days.  
12,729: Juhel (O 198), Hamling  
(Sk. N. Hennsert), 257k, NS, 9  
days.

12,730: Jean-Helene (O 315),  
Hamling (Sk. J. Bassens), 253k,  
NS, 8 days.  
12,733: Juhel (O 198), Hamling  
(Sk. N. Hennsert), 257k, NS, 9  
days.

12,734: Jean-Helene (O 315),  
Hamling (Sk. J. Bassens), 253k,  
NS, 8 days.  
12,737: Juhel (O 198), Hamling  
(Sk. N. Hennsert), 257k, NS, 9  
days.

12,738: Jean-Helene (O 315),  
Hamling (Sk. J. Bassens), 253k,  
NS, 8 days.  
12,741: Juhel (O 198), Hamling  
(Sk. N. Hennsert), 257k, NS, 9  
days.

12,742: Jean-Helene (O 315),  
Hamling (Sk. J. Bassens), 253k,  
NS, 8 days.  
12,745: Juhel (O 198), Hamling  
(Sk. N. Hennsert), 257k, NS, 9  
days.

12,746: Jean-Helene (O 315),  
Hamling (Sk. J. Bassens), 253k,  
NS, 8 days.  
12,749: Juhel (O 198), Hamling  
(Sk. N. Hennsert), 257k, NS, 9  
days.

12,750: Jean-Helene (O 315),  
Hamling (Sk. J. Bassens), 253k,  
NS, 8 days.  
12,753: Juhel (O 198), Hamling  
(Sk. N. Hennsert), 257k, NS, 9  
days.

12,754: Jean-Helene (O 315),  
Hamling (Sk. J. Bassens), 253k,  
NS, 8 days.  
12,757: Juhel (O 198), Hamling  
(Sk. N. Hennsert), 257k, NS, 9  
days.

12,758: Jean-Helene (O 315),  
Hamling (Sk. J. Bassens), 253k,  
NS, 8 days.  
12,761: Juhel (O 198), Hamling  
(Sk. N. Hennsert), 257k, NS, 9  
days.

12,762: Jean-Helene (O 315),  
Hamling (Sk. J. Bassens), 253k,  
NS, 8 days.  
12,765: Juhel (O 198), Hamling  
(Sk. N. Hennsert), 257k, NS, 9  
days.

12,766: Jean-Helene (O 315),  
Hamling (Sk. J. Bassens), 253k,  
NS, 8 days.  
12,769: Juhel (O 198), Hamling  
(Sk. N. Hennsert), 257k, NS, 9  
days.

12,770: Jean-Helene (O 315),  
Hamling (Sk. J. Bassens), 253k,  
NS, 8 days.  
12,773: Juhel (O 198), Hamling  
(Sk. N. Hennsert), 257k, NS, 9  
days.

12,774: Jean-Helene (O 315),  
Hamling (Sk. J. Bassens), 253k,  
NS, 8 days.  
12,777: Juhel (O 198), Hamling  
(Sk. N. Hennsert), 257k, NS, 9  
days.

12,778: Jean-Helene (O 315),  
Hamling (Sk. J. Bassens), 253k,  
NS, 8 days.  
12,781: Juhel (O 198), Hamling  
(Sk. N. Hennsert), 257k, NS, 9  
days.

12,782: Jean-Helene (O 315),  
Hamling (Sk. J. Bassens), 253k,  
NS, 8 days.  
12,785: Juhel (O 198), Hamling  
(Sk. N. Hennsert), 257k, NS, 9  
days.

12,786: Jean-Helene (O 315),  
Hamling (Sk. J. Bassens), 253k,  
NS, 8 days.  
12,789: Juhel (O 198), Hamling  
(Sk. N. Hennsert), 257k, NS, 9  
days.

12,790: Jean-Helene (O 315),  
Hamling (Sk. J. Bassens), 253k,  
NS, 8 days.  
12,793: Juhel (O 198), Hamling  
(Sk. N. Hennsert), 257k, NS, 9  
days.

12,794: Jean-Helene (O 315),  
Hamling (Sk. J. Bassens), 253k,  
NS, 8 days.  
12,797: Juhel (O 198), Hamling  
(Sk. N. Hennsert), 257k, NS, 9  
days.

12,798: Jean-Helene (O 315),  
Hamling (Sk. J. Bassens), 253k,  
NS, 8 days.  
12,801: Juhel (O 198), Hamling  
(Sk. N. Hennsert), 257k, NS, 9  
days.

12,802: Jean-Helene (O 315),  
Hamling (Sk. J. Bassens), 253k,  
NS, 8 days.  
12,805: Juhel (O 198), Hamling  
(Sk. N. Hennsert), 257k, NS, 9  
days.

12,806: Jean-Helene (O 315),  
Hamling (Sk. J. Bassens), 253k,  
NS, 8 days.  
12,809: Juhel (O 198), Hamling  
(Sk. N. Hennsert), 257k, NS, 9  
days.

12,810: Jean-Helene (O 315),  
Hamling (Sk. J. Bassens), 253k,  
NS, 8 days.  
12,813: Juhel (O 198), Hamling  
(Sk. N. Hennsert), 257k, NS, 9  
days.

12,814: Jean-Helene (O 315),  
Hamling (Sk. J. Bassens), 253k,  
NS, 8 days.  
12,817: Juhel (O 198), Hamling  
(Sk. N. Hennsert), 257k, NS, 9  
days.

12,818: Jean-Helene (O 315),  
Hamling (Sk. J. Bassens), 253k,  
NS, 8 days.  
12,821: Juhel (O 198), Hamling  
(Sk. N. Hennsert), 257k, NS, 9  
days.

12,822: Jean-Helene (O 315),  
Hamling (Sk. J. Bassens), 253k,  
NS, 8 days.  
12,825: Juhel (O 198), Hamling  
(Sk. N. Hennsert), 257k, NS, 9  
days.

12,826: Jean-Helene (O 315),  
Hamling (Sk. J. Bassens), 253k,  
NS, 8 days.  
12,829: Juhel (O 198), Hamling  
(Sk. N. Hennsert), 257k, NS, 9  
days.

12,830: Jean-Helene (O 315),  
Hamling (Sk. J. Bassens), 253k,  
NS, 8 days.  
12,833: Juhel (O 198), Hamling  
(Sk. N. Hennsert), 257k, NS, 9  
days.

183 boats from six boats. Price  
per box: plaice, £26/£42.40;  
lemon sole, £34/£51; codling,  
£30/£40; dabs, £11.00; skate,  
£11.40/£26.40; dogfish,  
£6.50/£7.40.

220 boxes from seven boats.  
Prices per stone: large codling,  
£14.00; medium codling, £13.00;  
medium haddock, £4; small,  
£3.60; round whiting,  
£1.30/£1.70; monkfish, £4.25;  
mixed lemon sole, £7.85; plaice,  
£4; best plaice, £4.20; small  
plaice, £2.50; whiting, £2.60;  
large prawn tail, £2.15; medium,  
£2.25/£2.7; skate, £3/£3.55;  
skate, £2.20; small hake, £2.50.

NEWLYN  
Prices per stone: mackerel, price  
range from 50p to 50p, according  
to size; red mullet, £15; large  
whiting, £4; medium, £2.50;  
small, £2; dabs, £2.50; pollack,  
£2.80; large pollack, £1.80; small,  
£1.30; haddock, £8.50; large  
plaice, £5; medium, £4.80; small,  
£3.20; large lemon sole, £8;  
medium, 50p; large Dover sole, £25;  
medium, 18s; small, £13; squid,  
£7.50; large monkfish, £11.50;  
medium, £8.50; small, £5;  
large ray, £6; large medium, £3.80;  
small medium, £2.50; small, £1;  
ling, £3.20; large hake, £8;  
medium, £1.50; small, £1.50;  
large John Dory, £15; medium,  
£13; small, £5; large dogfish, £1.80;  
medium, £1.40; small, 90p. Price  
per lb: bass, £1.20.

Under 80 ft.  
12,744: Congener, Irvin (Sk. A.  
Morse), 29,650k, NS, 4 days.  
12,749: Scarlet Cord III, Irvin (Sk.  
G. Buchanan Jnr), 13,184k, NS, 5  
days.  
12,753: Bishop Burton, Newington  
Star (Sk. T. Fairley), 14,747k, NS, 8  
days.  
12,758: Scarlet Thread II, Irvin (Sk.  
T. Buchanan), 22,500k, NS, 2  
days.  
12,764: Lindisfarne, Irvin (Sk. J.  
Bailey), 11,315k, NS, 2 days.

MILFORD HAVEN  
12,744: Bryher, Norrard, (Sk. A.  
James), 140k, 10 days.  
12,749: Rosevear, Norrard, (Sk. J.  
Manson), 109k, 6 days.  
12,750: Norrard Star, Norrard (Sk.  
J. Rogers), 81k, 8 days.  
12,751: Arthur Harvey, (Sk. F.  
Reynolds), 50k, 6 days.

KEY: S1 Seer Island; FS Seeralee Sea; DW  
delivered; F Faroe Islands; G Green-  
land; HW home water; I Iceland; IS Irish  
Sea; N Norway Coast; NFL Newfoundland;  
land; NS North Sea; O Orkney; R Rockall;  
W West; W Westerland; WC West  
Coast; WS White Sea; SK Skipper; K kites;  
c cwt; kg kilo.

12,752: Bressay Bank, Boston  
(French), 902k.  
12,753: Boston Stirling, Boston  
(Sk. N. Hennsert), 581k, 14 days.

12,754: Jean-Helene (O 315),  
Hamling (Sk. J. Bassens), 253k,  
NS, 8 days.  
12,757: Juhel (O 198), Hamling  
(Sk. N. Hennsert), 257k, NS, 9  
days.



















**TRAWLER** owners in Grimsby, Hull and Fleetwood are to get temporary aid amounting to £1.2m. from the Government. This was announced in the House of Commons last week by Fisheries Minister John Silkin.

In a written reply Mr. Silkin said: "Changes in traditional patterns of fishing have had serious repercussions on the dock and landing charges payable to the British Transport Docks Board by fishing vessel owners at Fleetwood, Grimsby and Hull."

"I therefore propose as an exceptional and temporary measure, to seek the approval of Parliament for a scheme of financial aid to cover approximately half of such charges in 1978 in respect of vessels of 80-ft. registered length or over based on these three ports."

As a result of the announcement, the Fleetwood Fishing Vessel Owners' Association has postponed its scheduled closure last Saturday for a week to discuss the Government's announcement of aid for local owners.

The £100,000 promised locally, however, does not go to the association as it no longer owns any vessels.

The whole question of the aid for Hull, Grimsby and Fleetwood came in for scathing criticism from Fleetwood's Transport and General Workers' Union district organiser, Alf Davies.

He was in favour, he said, of short-term aid for FFVOA, but not help to all ports un-

**— but nobody's happy**

less owners committed themselves to decasualisation.

Mr. Davies said: "Without decasualisation they should not have been given a brass farthing — and £1.2m. is a heck of a lot of brass."

He also hit out at the owners over their statement

that they intended to end trading last Saturday. "It was an abortion of a public relations exercise. All it did was frighten people to death."

"It was very bad for hundreds and hundreds of people, especially as it came just before Christmas. They took the decision without consultation and didn't even have the guts to explain it to their employees."

It was expected that the port's supply would be increased this week by landings by five or six Icelandic vessels.

On Humber's side the announcement brought little joy. Last weekend the owners, although grateful for this relief — continued to express concern because the aid is only a temporary measure applicable to 1978; unless a more permanent arrangement can be devised, they gloomily foresee the trawling industry in the same

desperate straits next year.

A spokesman for one of Grimsby's main trawler fleets told *Fishing News*: "Every trawler on our books, whether laid up or working, has lost the company thousands of pounds this year."

"We are grateful for anything the Government can do to off-set these losses, but every owner knows the only long-term answer is an acceptable solution to the Common Fisheries Policy and, realistically, this just is not on from inside the EEC with modern international fishing limits."

With dock charges and dues due to be substantially increased at both Hull and Grimsby in 1979, most trawler owners feel the financial aid will be swallowed up so quickly that it will hardly be noticed.

There has been a rapid decline over the past 12 months in the numbers of

Charles Mask, White Fish Authority chairman, coordinated the successful application for aid.

trawlers operational at Grimsby. Two companies have withdrawn from trawling and, at the same time, considerable restructuring of the port's fleet of small boats largely working in home waters has got underway. So news of the cash aid to vessels over 80 ft. and above only was a further disappointment.

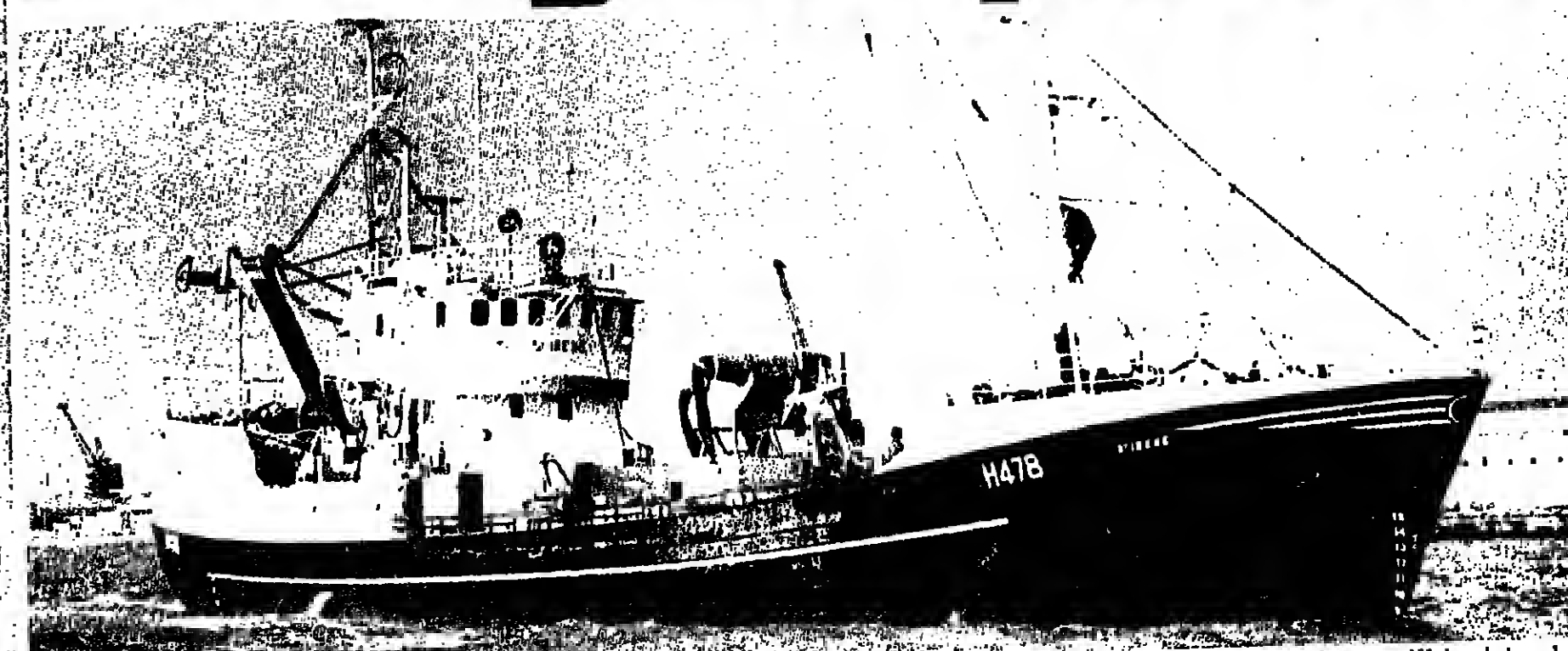
Don Lister, director-manager to Consolidated Fisheries, one of the Grimsby firms to switch from deep-sea trawling to small boat operations, aptly summed up feelings among the seamen and pair trawler operators with the observation: "Help for the future, not the past."

Hull has been in a very state for months and can barely muster an operational wet fish 'fleet'. She has a strong fleet of freezerers, however.

# CASH AID FOR MAJOR PORTS



# Hull's giant purser



BRITAIN'S biggest purse seiner, the 154ft. *St. Irene*, is "settling down nicely" according to owners Thos. Hamling & Co. of Hull. Delivered last month, she made straight for the mackerel grounds and has been transhipping to Eastern bloc

factory ships now based off Falmouth, Cornwall. Her crew of 14 is supplemented by Norwegian personnel acting as advisors. The vessel was bought second-hand from Norway.

Next month, *St. Irene* will be joined by an even bigger purser flying the Hamling flag. This 225ft. vessel, which is also designed for trawling, is now fitting out at the Flekkefjord Slipp shipyard in Norway.



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## Norway gets tough

AGREEMENT now looks possible between the EEC and Norway on reciprocal catch quotas for 1979 when the two sides meet again in Brussels on December 18-19.

This follows the latest round of negotiations in Oslo last week when progress was made on the allocation of quotas from both exclusive and joint stocks.

The Norwegians have been demanding a substantial shrimp quota off Greenland in exchange for cod north of the 62nd parallel. However, the EEC is only able to offer 5,000 tonnes, which is less than half the 1978 quota.

At the same time Greenland fishermen have had to be given a much larger quota to satisfy their special regional needs — and the Canadian quota has also been doubled.

This has meant that the Norwegians have played it tough over cod — vital to our distant water fleet. They are currently offering only 27,000 tonnes compared with 50,000 tonnes last year.

The cut is also due to the fact that the TAC has been reduced from 850,000 to 600,000 tonnes.

The EEC originally asked for 40,000 tonnes but is now down to about 32,000 tonnes according to sources in

Brussels.

In exchange for extra cod the EEC could offer more Greenland halibut or redfish off Greenland. The Norwegians are said to be interested in mackerel off the east coast of Scotland as well as ling, blue ling and blue whiting.

There is, therefore, a possibility that mutual needs could be balanced by juggling with quotas for various species in each others ex-

clusive stocks.

There is disagreement over cod shares from joint North Sea stocks. The Norwegians have been pressing for 100,000 tonnes of a reduced TAC of 183,000 tonnes, whereas the EEC is only prepared to go 27,000 tonnes.

It is believed the Norwegians have now set down their demand in 200,000 tonnes, but there is also disagreement over sprats and mackerel.

## COMMENT

THE DECISION by the Government to give £1.2m. in temporary aid on landing charges to trawler owners at Hull, Grimsby and Fleetwood has at least brought some respite at the end of a year which has seen these ports on the brink of collapse. While this measure takes care of some of the problems of 1978, it still begs the question of what is going to happen in the future?

The omens for next year are certainly not good and, with big rises in dock charges and harbour dues planned, these ports will quickly be back in serious troubles.

In a masochistic way, there are some trawler owners who would have preferred to have known the worst now, instead of having to face another year of pleading for help while the trawlers continue to pour money down the drain. But for those owners who have got an in-shore building programme under way, it does buy time while they restructure their fleets.

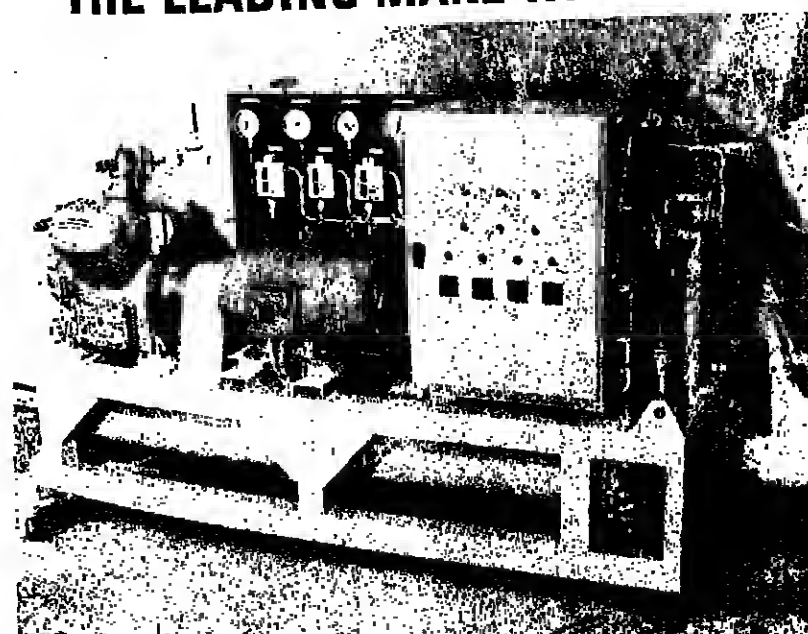
Certainly, as far as Europe is concerned, the aid from the Government is an admirable political gesture. For years now the Danes and Germans have been shoring up their deep-sea fleets with aid in the hope that it will make their case stronger at the EEC negotiating table.

Although our deep-sea ports have been pressing for help for a long time, it is noticeable that it was only when Fleetwood trawler owners put the boot in about the burden of dock labour that they had to carry that, suddenly, the Government listened. Perhaps this has something to do with Minister John Silkin being sponsored as a member of Parliament by the Transport & General Workers' Union.

For those ports which have quite rightly resisted the intrusion of organised dock labour into their operations, it seems they would get little help from a Labour Government if they get into trouble.

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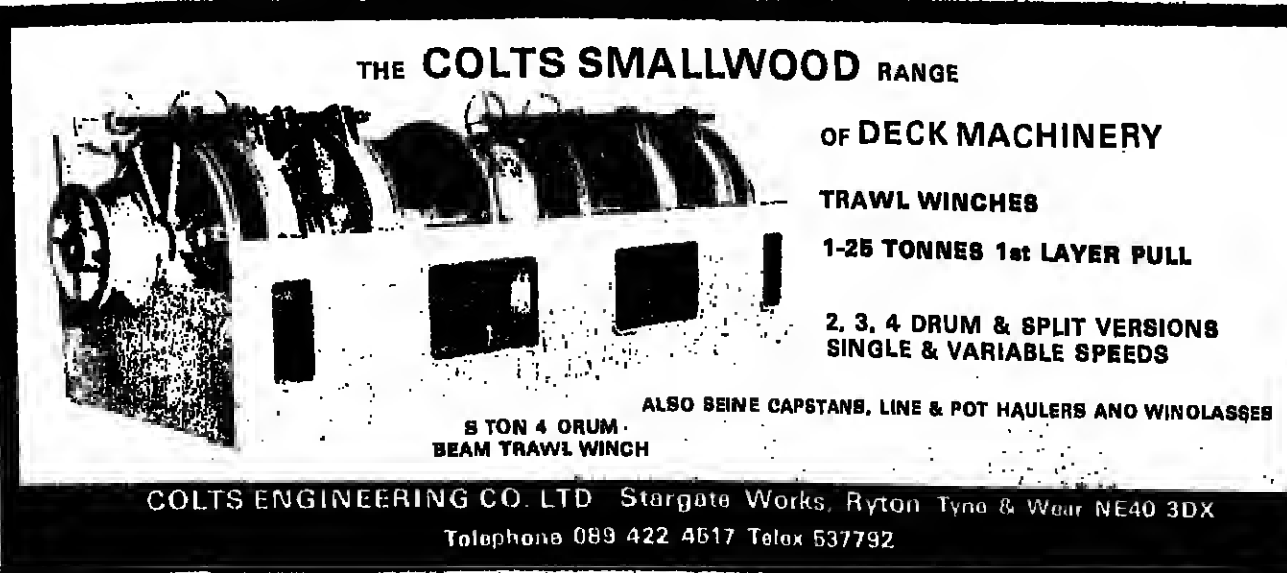
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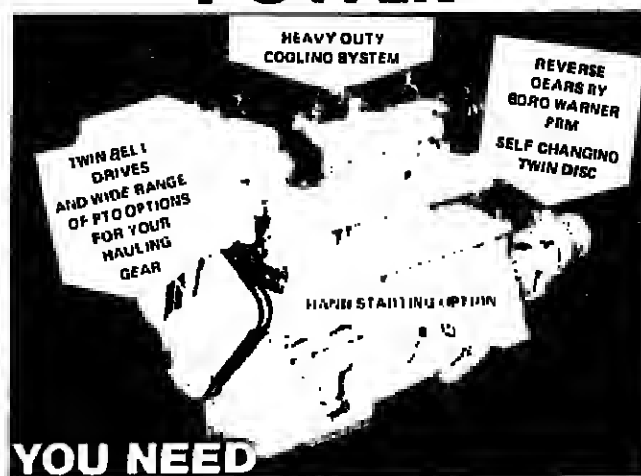
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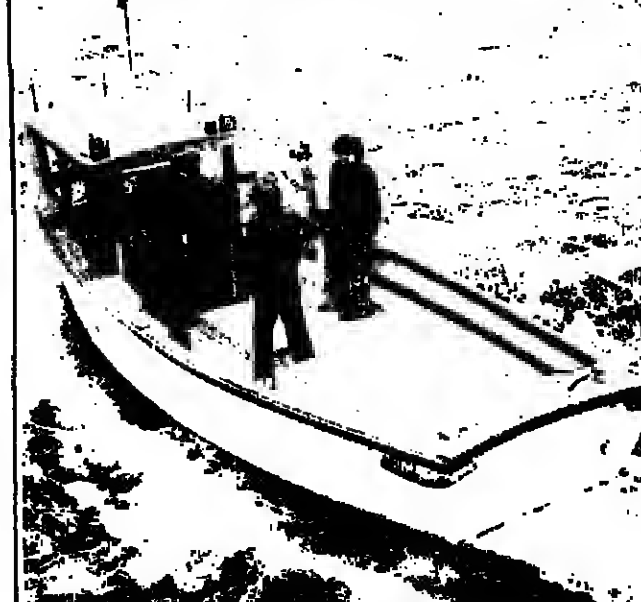
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## Next meeting in January

FISHERIES MINISTER John Silkin delivered the final blow to German attempts to settle the common fisheries policy before their Presidency of the EEC Council of Ministers ends on December 31 at talks in Brussels on Thursday last week.

After a 24-hour meeting with Fisheries Commissioner Finn Gundelach, Mr. Silkin said that EEC Fisheries Ministers would not meet again until the end of January.

However, the French then take over the Presidency, which could really delay progress on a settlement.

The Germans have made a great effort to settle the 23-year fisheries dispute in which Mr. Silkin has stoutly refused attempts by the other eight Member States to have an unfavourable solution agreed.

After the summit meeting between Chancellor Schmidt and Prime Minister Callaghan in mid-October it looked as if a settlement might be achieved before the end of the year.

German Fisheries Minister Joseph Ertl and John Silkin agreed to bury the hatchet, for a few weeks, there were visions of an agreement among growing fears of a sell-out by British fishermen.

The myth was abruptly exploded on November 24 when Mr. Silkin at last disclosed British demands. Although intended only as an opening gambit, they were im-

mediately thrown out by the other Ministers as being blatantly discriminatory and in breach of the Treaties.

Joseph Ertl was furious as he interpreted the demands as indicating that the UK had not moved an inch and that the British gestures of conciliation had merely been a charade.

He referred the matter to the EEC summit meeting on December 4-5 in the hope that a political solution would be found, but the EEC leaders were preoccupied with the new European Monetary System.

### Returned

Perhaps under instructions from Prime Minister Callaghan, John Silkin came to Brussels last week to show that the fisheries negotiations had not irretrievably collapsed.

After his talks with Mr. Gundelach, John Silkin en-

nounced: "There is a reasonable basis for continuing discussions." He advised British fishermen "to be cautiously optimistic that the best possible settlement could still be reached."

Mr. Silkin said that Mr. Gundelach explained in greater detail the Commission's proposals for achieving a settlement. In particular he explained how fishing plans could be used to give British fishermen preferential fishing rights within the 60-mile zone, while still respecting the treaties.

Mr. Silkin said that he and Mr. Gundelach agreed that there was enough flexibility on both sides to make it worthwhile continuing negotiations. Mr. Gundelach would now sound out the other Member States.

Fisheries officials in Brussels are pessimistic of agreement being reached under the French, who took over

the six-month Presidency of the EEC Council of Ministers on January 1.

They point out that, unlike the Germans who fish mainly in distant waters, the French have a strong interest in fishing within the British 12-mile zone. This will make more difficult to settle the problem of historic rights, one of the main obstacles to agreement.

### Mesh size

The French are also seen about the British unilateral conservation measures introducing a 70 mm minimum mesh size for nephrops fishing.

It is difficult to see how the French can disentangle themselves from such disputes to achieve the neutrality necessary to push through a settlement acceptable to the UK as well as the other eight Member States.

## 'Big seas' sink Pathfinder



## What a day!

75-KNOT winds caused havoc at St. Mewes, Cornwall, on Tuesday when four boats were driven off their moorings.

First to break loose was Jean Charles. The boat's skipper saw her float away and he chased and boarded her. He was able to bring her back to her mooring after struggling to get the air-started engine going while adrift.

Just as Jean Charles was making her way back to Waterloo Wharf, the boat blown out of the water by a nine earlier this month, broke loose.

Her skipper managed to jump aboard a punt and the boat was eventually saved another dose of damage.

Events took a turn for the worse when Kreisker snapped her mooring next to Reine-du-Ciel — this boat's 11 in. mooring hook being straightened by the drag — and they both went ashore.

Kreisker went ashore bow-first on sandy ground, but Reine-du-Ciel went sideways on a rocky ledge.

Crewmen had to wait for the tide to rise late at night

before Reine-du-Ciel was assisted off by John Sewle's Tyroco and Kreisker made deep water again with Nordland standing by.

The boats in trouble are all ex-Frenchmen around 45 to 55 ft. long.

The wind backed down to a Force 6-7 on Wednesday, but local men have been unable to fish for at least ten days.

After the rescue the skipper told how the four-year-old

boat, which cost £140,000 new, had sunk.

"We must have had about 60 tons of sprats on board and we were travelling before the wind. We opened the flood doors to land the last haul."

"With the weather so rough and the weight of the fish below, we were a bit heavy in the water. Suddenly, she took a really big sea."

"The waves kept coming over and we couldn't get the bunker lids down and the water was getting below. She went or less went down within half an hour of me realising we couldn't save her."

"The weather was really bad with high seas and a tremendous wind which kept blowing the bunker lids off."

The crew — Ten Turf, Ken Kane, Kan Lookay, Curry Fletcher, John Rowley — another man from Hull — stayed dry in the raft.

"I was the only one who got wet because I had to jump into the sea to reach the lifebuoy after getting off the lifebuoy message," said Skipper Kane.

Last September, Pathfinder brought in a record 8,410 tons of sprats — the biggest haul since the Second World War.

## SPARE LEG CRAB

A THREE-CLAWED female crab has been caught off Sealey, Sussex, by Skipper Jeff Birkett of the crebber Cathron.

The crab (right) — a rare specimen — was handed to scientists from the Fisheries Laboratory, Burnham-on-Crouch, who were working in the area.

A spokesman for the Laboratory said that the duplicate claw was complete in every way and had replaced one of the walking legs.

The scientists confirmed that the crab was rare — tens of thousands of crabs had been examined during the Laboratory's crab programme and, although crabs with deformed claws had been recorded, a crab with three claws had never been seen before by any of the men.

Skipper Birkett's specimen is to be an exhibit in the British Museum's crustacean collection.



## 'No urgency' at latest joint mackerel talks

CORNISH fishermen are continuing their push for stronger conservation measures on mackerel. At a meeting of the Cornish Fish Producers' Organisation in Newlyn last Saturday there was strong support for a seasonal ban on netting inside 12 miles.

Although the meeting proved amicable, it was made plain that there was little sense of urgency on conservation amongst the bulk catchers.

The unequivocal statement from the Cornish PO that huge quantities of immature mackerel are being caught in spring and autumn was accepted, but no immediate action was agreed. It was made clear that some action was essential in time for spring 1979.

## Reduction on tariffs

THE EEC Council of Ministers has agreed a further reduction in the tariffs on imports of certain categories of cod, haddock and hake.

The new rate of duty will be nine per cent for six months from January 1, 1979, and will apply to imports in the presentations, whole, headless or in pieces, and fillets of these species whether fresh, chilled or frozen, provided they are intended for processing for human consumption.

This reduction of duty will not apply to fish subject exclusively to one or more of the following treatments: cleaning, gutting, simple cutting, sorting, labelling, simple packing, icing, freezing, deep freezing, thawing, retailing, catering.

The total suspension of the tariffs on imports of herring for processing has been continued until June 30, 1979.

The suspensions will be reviewed early next year.

Various measures were discussed and representatives are returning to their organisations to test opinion on a seasonal ban on netting mackerel inside 12 miles off the south-west.

The CFPO put forward suggested dates for this ban of March 1 to November 1, but no agreement was reached on any such detail.

Other subjects discussed were mostly concerned with safety at sea. A high proportion of the British fishing fleet is working in the south-west area and the risk of collision is very great indeed.

Improved radio provision was suggested and the CFPO is already pressing for an additional channel for fishing communication; it was reported that incidents between fleets of small boats and large vessels this season have been aggravated by failure to communicate.

Various ways of separating different sizes and catching methods of boats were discussed with no agreement.

The Cornish PO still insists that a six-mile limit inside which the 80ft. vessels may not fish for mackerel is urgent and essential.

The inevitable mixture of very small inshore boats and distant water vessels working as close as three miles is far too dangerous to be allowed to continue.

### Show in south

THE South-West Fishing Gear show is to be held in May next year. Dates for the second show are May 9-12 inclusive and the venue is the same: Cloverleaf Garage car park at Lyme Regis, Dorset. More details from Roy Gollop at Millgreen, Lyme Regis.

## fishing news

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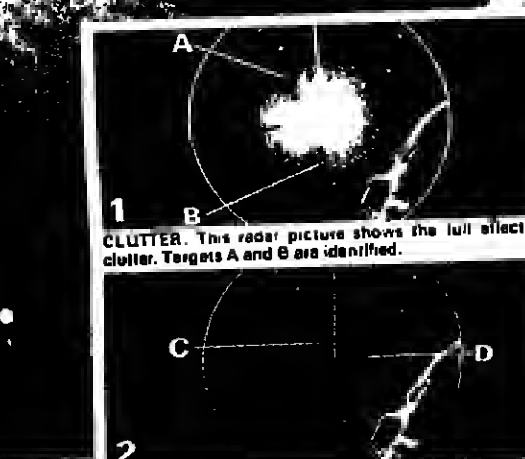
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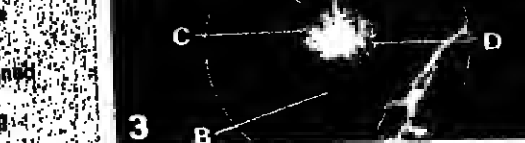
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CLUTTER. This radar picture shows the full effect of clutter. Targets A and B are identified.

CLUTTER CLEAR. The clutter control has been operated until all the clutter is removed. Targets C and D, previously obscured, stand out clearly, but A and B have been eliminated with the clutter.



TWO TONE. Adjustment of the clutter control has resulted in C and D being highlighted (as in 2), but A and B can still be clearly seen, with the remaining clutter, at the lower of the two tone levels.

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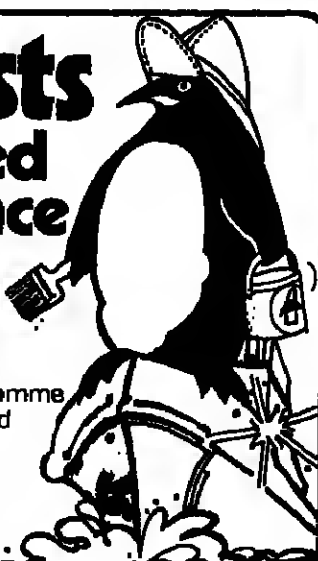
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## New look 'football fleet'

LOWESTOFT has been busy re-registering the 'football fleet' bought from Consolidated Fisheries at Grimsby by the Clordige Group.

First to receive a new number was Port Vale. Strangely she has the number of the old Consol steam trawler Lodon — LT 308. She was formerly River Kelvin (GY 272) and was renamed Lodon and registered at Lowestoft when she was transferred by Consol.

Huddersfield Town is now registered LT 258; Barnsley LT 551; Gillingham LT 305 (enmc as the former steam drifter trawler Sunnybird); and Notts Forest LT 346.

Aldershot has been refitted for oil stnddy work. As reported earlier, Claridge bought three more trawlers from Consol — Carlisle, Crystal Palace and Real Madrid.

Another Claridge Group trawler, Samarian, now looks like ending up in the scrapyards. All the useful gear has been stripped since she stopped fishing after sustaining engine damage.

Small & Co's Suffolk Maid was expected to leave on her first trawling trip this week following engine repairs.

## LONG-LIFE WARP ROLLERS

EARLY next year Shortway Rope Guidea Ltd. of Peterhead expects to be marketing a complete range of warp roller equipment for fishing vessels.

The equipment will include winch barrels and leading on gear, all guaranteed to last for at least a year.

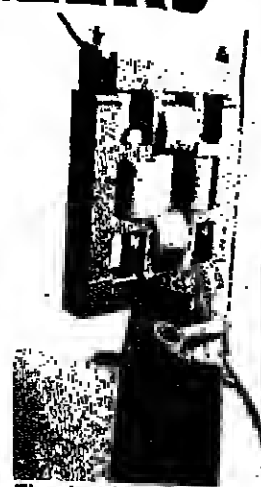
The firm has already supplied a set of rollers to the Aberdeen trawler Cedarlea for use in the spooling gear of the trawl winch. After ten weeks, use the rollers showed no signs of wear, whereas conventional units normally need replacing after six weeks or so.

Shortway is well known for its seine rope towing roller which was introduced about two years ago and was runner-up in this year's

TDC Innovator Awards competition.

Recently the firm has introduced several new units for seine netters including the shooting roller. It is designed in the interests of long life, safety and efficiency and features the same proven principles as used in the towing roller. The difference is that the new unit has four rollers which form a box to contain and protect the rope.

Mounted on the boat's top rail, it is designed to replace the vertical and horizontal shooting bars traditionally used aboard seine net vessels and is mounted on the boat's top rail.



The shooting roller, one of the new units introduced by Shortway Rope Guidea Ltd. for seine netters.

## KIDS LOSE OUT AS SKIPPERS LEAVE FISHING

THE latest casualty in the Hull fishing industry is one of its social highlights — the annual dinner/dance of the local trawler officers' guild.

Except in wartime days, the events have been held every year since the inception of the guild in 1931, but now the function is being discontinued.

Skipper Tom Nielsen, the Hull Guild's secretary, told Fishing News: "Our annual dinner/dance has always been a function confined to members of the fishing industry and associated enterprises, but we can no longer count upon old-time support as many of our former guild members have left the industry following a high-scale lay-up of our distant water fleet."

Southern Nets of Rye, Sussex, has supplied a 14-fathom Inca trawl for use by an 85 ft. trawler, powered by a 360 bhp diesel, which works from Moseley Bay, Cape Province.

The skipper of the boat is acting as the local agent for the net firm and he will suggest modifications to the net to suit local conditions.

"Cluck" Holland, boss of Southern Nets, told Fishing News the net was fully braided on the lower panels to work on all types of ground, including rocky areas.

many thousands of pounds have been raised.

"Latterly all the profits made at the guild's annual dinner/dance have been devoted to the provision of a day's outing for children of Hull trawlermen lost at sea."

"No praise is too high for the part taken in them by our guild's ladies' committee and the local staff of the Royal National Mission to Deep Sea Fishermen."

The Paimouth-Penryn area is currently the South-West Water Authority's worst drought spot, with reservoirs serving the two towns well below their levels at the

We can only hope the other interests can fill the gap caused by our own guilds very reluctant withdrawal from them.

"The thrills which our outings gave to the kiddies participating made our own efforts well worth while, and sincerely hope that alternative means of ensuring a continuation of such trips can be found."

## Water exports worry

CORNISH MP David Mudd has called for an end to the "massive export" of Falmouth and Penryn water to Eastern bloc fish factory ships off Falmouth.

The Falmouth-Penryn area is currently the South-West Water Authority's worst drought spot, with reservoirs serving the two towns well below their levels at the

height of the 1976 drought. Mr. Mudd has suggested to the South-West Water Authority that the water for the factory ships should come from St. Mawes, where there are no water restrictions.

Docks managing director Ian Sutherland said the possibility of using St. Mawes was being examined although there were no problems.

## Pout Box 'justified'

THE UK has sent the European Commission in Brussels detailed observations concerning the extension of the Norway pout box.

This is part of the legal process begun by the Commission on October 27 against four conservation measures taken or proposed by the British Government.

The other measures concern the Mourne herring ban, Isle of Man and Northern Irish Sea herring ban and the 70 mm minimum mesh size for nephrops.

The British Government was given until December 4 to give its observations after which the Commission would prepare a reasoned opinion to present to the European Court of Justice in Luxembourg.

The UK has so far only replied on the Norway Pout Box because this is the only measure currently affecting

mature haddock and could become a serious pout fishing was stopped.

The UK argues that EEC has proved incapable of agreeing on adequate community measures to protect basic fish stocks and that the basic clash of interest between those Member States wishing to restrict catching fish for human consumption and those wishing to extend the box is not over the need to control industrial fishing for Norway pout, but the method. It considers that the Commission's proposals — a smaller Pout Box, ten per cent by-catch limit and quotas for haddock and whiting are inadequate.

The importance of the problem is shown by an ICES estimate based on 1976-76 figures that 100,000 tonnes of

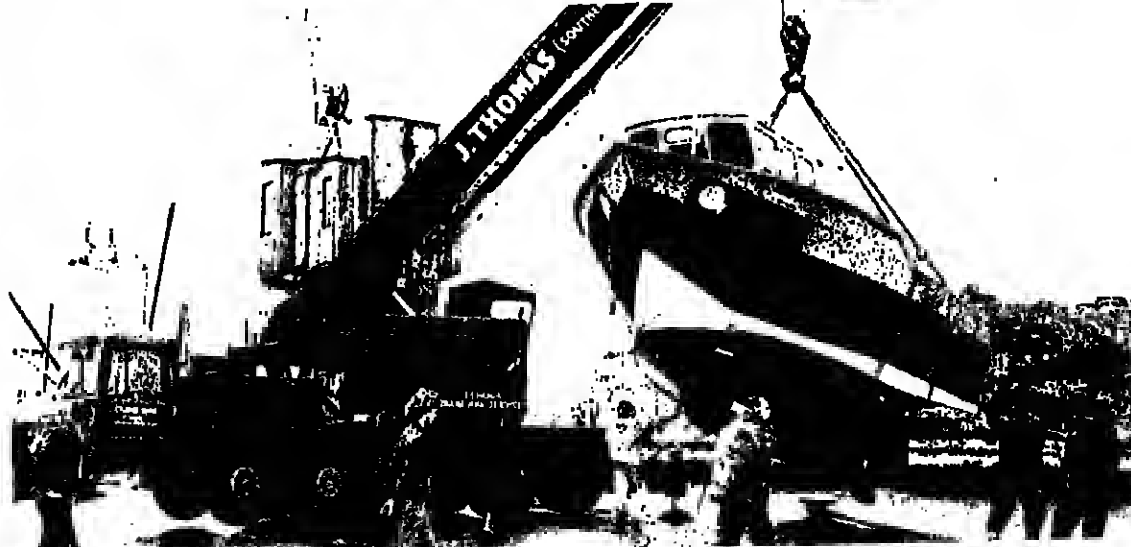
whiting stocks

# Newhaven's new scalloper

SKIPPER Tony Hayward of Newhaven saw nine months of hard work craned into the harbour on Friday last week — his new 41ft. 8in. long steel-hulled scalloper Nicki Symone. The boat was built by John Robbins of Newhaven and Skipper Hayward has almost completed fitting her out. The beamy boat will take just another month or so to be made ready.

Skipper Hayward has been skippering local boats for around 15 years and this is his first venture into ownership. His plans almost went wrong when a fire at the yard claimed around £2,000 worth of uninsured gear — and the day before the blaze his reconditioned Gardner 6LXB diesel had been in the shed! If this had been lost, it would have been the end.

So it was with a real sense of satisfaction that his wife named the boat after herself with a quick grab at a bottle of champagne as the boat was swung over the quay by crane. Minutes later Nicki Symone was lashed to the local boat Two Sisters and was on her way to her mooring for final fitting out.



Left: Nicki Symone is moved across Newhaven harbour by Two Sisters for final fitting out. Top: steady as she goes as the boat is lifted in a high wind. Above: in the water at last. Right: her jubilant skipper, Tony Hayward.

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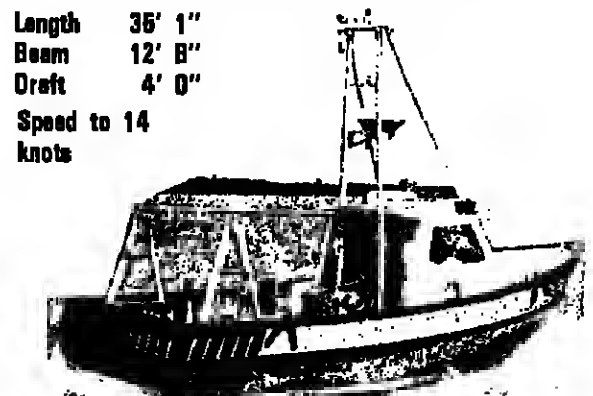
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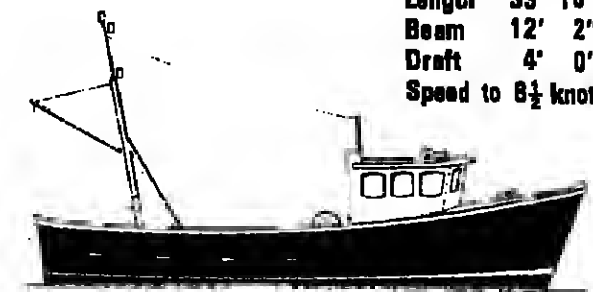
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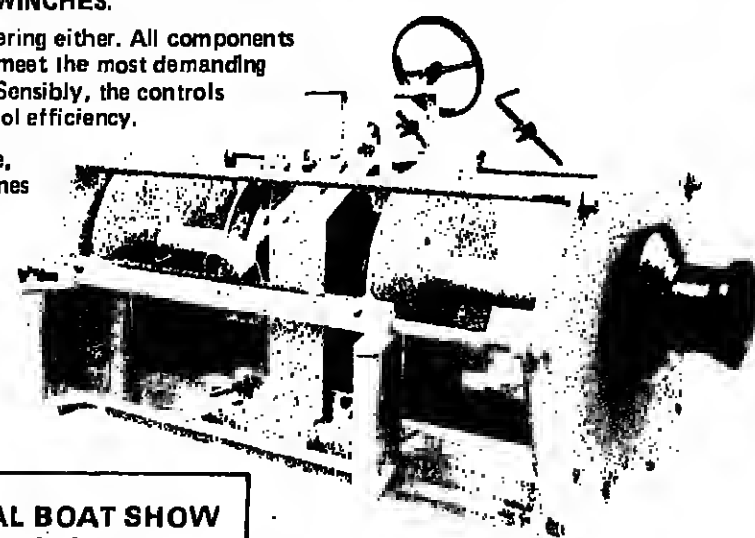
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We have already taken many orders for 1979 — when may we take yours? Naturally, we also make trawl equipment for all other fisheries. Please ask for quotations.



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## SILKIN — ALL TALK!

SIR, With reference to your article "Brussels Fleaco" (*Fishing News*, October 1), Mr. Silkin and his predecessors have done nothing to protect our fishing industry over the years.

Back in June 1976, Lord (Fred) Peart called the fishing industry to a meeting in Whitehall and asked us what we wanted. He was told — a 50-mile exclusive zone for Britain.

In the 18 months since then Mr. Silkin has done a lot of talking but has achieved nothing. We still have what we started with before all the so-called "strong stands" — a three-mile territorial limit.

In answer to a question recently raised by Lord Kennett, Lord Gortonwy Roberts, Minister of State, said that there were no plans to extend the United Kingdom's territorial sea from three to twelve miles at this time. How

much time does the Government want? This problem has gone on for too long.

Mr. Silkin knows the industry demands a 50-mile limit but all he has done is to antagonise everybody and make more people the same as himself — an anti-market. We believe that it is time the Prime Minister made fisheries a separate Ministry from agriculture. The post should be given to a MP who will work to return the industry to full employment.

Finally, it is we caterers and retailers who have to try to sell fish to the public — an increasingly difficult task due to high prices because we have to rely on imports of fish, often caught by foreign vessels within a few miles of our own shores.

David Toulson, Confederation of Fried Fish Caterers' Associations, 100 Olson Lane, Leeds 12.

## Gill netting — discrimination!

SIR, I was very disappointed to miss the meeting of the NFFO, held in Grimsby on December 10, when we were held up by bad weather.

As I was absent I was surprised and very pleased to find that I had been elected vice-chairman of the organisation, and would like to thank the members and hope I can justify their confidence in me.

I had hoped to be present to make some comments in the general aims of the organisation and in particular to express disapproval of the comments referred to in O. W. Roxborough's letter (*Fishing News*, October 1, 1978), on gill-netting by people representing national bodies on a tour of Denmark.

Gill-netting must be far less destructive of immature stocks than seining and trawling with

## LETTERS

70-80mm mesh nets, and while each individual is entitled to fight his own corner, suggestions such as the one that gill-nets should be restricted to cotton are surely discriminating against one form of fishing.

This cannot be a correct attitude by a national representative without strong scientific backing.

The aims of national bodies and their representatives must surely be to fight for fair and sensible policies for fishing as a whole and let local conditions and market forces decide which catching methods prevail.

O. McKenny,  
32 Fords Avenue,  
Hastings,  
Grimsby.

## NON-UNION MEN MISSING OUT

SIR, I was recently approached by two Humber-side fishermen who feel strongly that they are in the dark over the fact that redundancies do not pertain to the fishing industry.

For a number of years fishermen of Grimsby have had deducted from their earnings a graduated pension scheme that states in small print that this contribution is towards retirement and redundancies.

According to some circles, fishermen are classed as actual labourers. If this is the case, where is the money that these hardworking men have paid compulsorily?

Quite recently a well-known firm in Grimsby sold its remaining fleet, thus putting a lot of men out of work. But there is no compensation forthcoming. I know that the union is at present trying to come to a fisherman's redundancy solution, but what about the men who have devoted 30-40 years at sea who just did not believe in the unions?

A long time ago a famous admiral quoted the immortal

words: "Now is the time" — states categorically that now is the time for the people who have lined the pockets of everyone from trawler owner to fish merchants' barrow boy to be recognised.

## What herring ban?

SIR, I think it is of interest for fishermen everywhere to know the situation here in Ireland on herring fishing. In the ban area off Rosbeg, Co. Donegal, we have had no fishing for herring in water only three fathoms deep. It is a sad reflection on the Irish Government that it does not appear to be worried about the herring stocks or the poor inshore fishermen. Michael Boyle, Inshore Fishermen's Association, Rosbeg, Co. Donegal.



## Gales halt line trials

HEAVY SEAS bettering the south-west days on and have stopped the trials of *Silver Fern*, the first boat fitted with Transatlantic Fishing's Carousel longlining system.

Trials with the 8,000-hook, 60,000 system on the newly-refitted *Silver Fern* are now scheduled for this week, but a Southern Force 8-9 was blowing on Tuesday. The boat is owned by two Portlaven, Cornwall, fishermen and she will work from Newlyn. Information about the system appeared in *Fishing News* last week.

Transatlantic Fishing is planning to make a cine film of the Carousel longlining system in action and a movie camera will be going aboard *Silver Fern*. This film is expected to be shown at the firm's Penryn showroom and at the Catch '79 fishing exhibition to be held at Olympia, London, next June.

Following its development with help from the White Fish Authority Industrial Unit, the Carousel has now been extended to hold 25,000 snoods.

The Irish and the Americans are certainly taking to the system. Enquiries from Irish skippers are being processed and Ian Frost, boss of Transatlantic, is aiming to supply them with 4,000-hook systems costing £4,000 to £5,000, complete with hydraulics.

In one week the firm received 59 enquiries from America and Transatlantic is setting up two agencies in the country — on the east and west coasts. Already, the firm has kicked off with orders for two systems from America, the first going to a boat at Gloucester, Massachusetts.

Both American orders are for 4,000-hook systems, but drums will be supplied to handle double that amount. It is hoped that more orders will come from America where the system is selling in competition with the home-developed Marco TILiner.

The firm is getting in ahead of the competition, too, as Muiad is to introduce a mini system soon.

Ian Frost told *Fishing News* that his system is not as sophisticated as the Muiad Autoline now used by the

## MINI SYSTEM SOON

GOOD NEWS for operators of small boats is that Transatlantic intends introducing a special 2,000-hook system next year.

Named the Roustabout, the system is for boats 20 to 30ft long and is based on a 3ft diameter drum working on the same principle as the Carousel.

The Roustabout fits on deck and is made of galvanneal steel. Price complete with ropes, hooks, snoods, etc., is expected to be around £2,000.

One model is on trials at present and a second is to the firm's show room.

Scottish boat *Anni-Elizabeth*, it is more mechanised than automated. However, this means that maintenance costs are reduced.

Transatlantic line drums have now been sold to around 50 boats and the firm is convinced there is a giant international market, as crew requirements can often be cut by half.

Next year Transatlantic is aiming to introduce two extras to the system: an automatic baiting machine and a hook cleaner.

The baiting machine is to work in conjunction with the 6in. diameter plastic shooting tube. Ian Frost told *Fishing News* that it is to work on a new principle and not "bait at random" like present machines.

Hook cleaners are expected to be available next month. Hooks will be cleared of used bait by putting them through the cleaner before they are returned to the carousel.

Transatlantic has its own workshop, but is joining forces with Oceanic Engineering to produce the complete systems at a rate of up to ten a week.

## COOL FACTS:

The lowest temperature ever recorded in Norway was -51.4°C at Kerasjok in January 1886.

Some other record lows recorded by the Meteorological Bureau (numbers in brackets represent the first year temperatures were recorded):

Vigre (1958) -11.2°C, February, 1969.  
Oslo (1937) -26.0°C, January, 1941.  
Tromsø (1920) -18.4°C, February 1966.  
Vardø (1867) -23.7°C, February 1966.



Roros -50.4°C, January 1914.  
So if you think freezing temperatures are concentrated in the North you'd better think again. . . . However, our record lows look pretty tame on an international scale. The world record — fortunately not recorded on Norwegian thermometers — was set in Vostok, Antarctic. On August 24th, 1960 the thermometer there dipped to 88.3° below centigrade. How's that for cold!

Kværner Kulde A/S ranks among Europe's leading manufacturers of refrigerating machinery. The company has specialized in deliveries for fishing vessels and the fishing industry on shore.

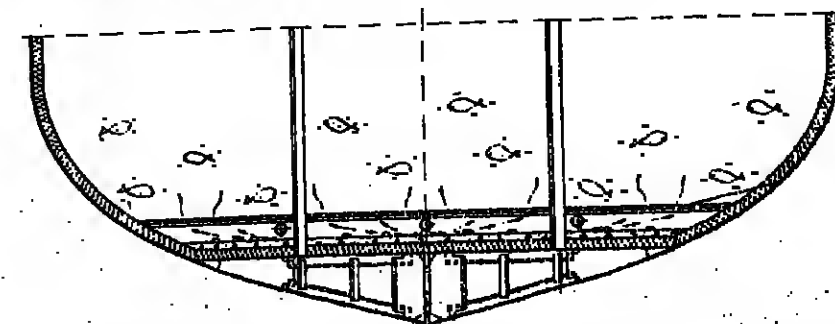
Kværner Kulde A/S is engaged in systematic and continuous product improvement for the practical application of refrigeration, especially in the food preservation field. Well qualified staff of all levels ensure first class products.

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RSW stands for Refrigerated Sea-Water and means cooling of sea-water to 0/-1°C in tank where consumed fish can be stored up to 15 days depending on season and fish species.

The Kværner RSW systems have been developed and refined over many years in

close co-operation with the owners and crews of the most efficient fishing vessels of the world. Kværner RSW systems delivered and on order in 1978 represent a tank volume totalling abt. 400,000 hl, corresponding 32,000 tons of fish.



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ONE of the more bizarre features of the boatbuilding scene during the 1970s has been the number of partly-built vessels left stranded after their builders had gone into liquidation. Eventually, the majority of these boats found their way to other yards for completion although some hulls were left lying around for several years before they could be finally fitted out.

One such vessel has just been completed by John Wood Group Shiprepairing Ltd. of Aberdeen, some four years after her hull was launched from an English shipyard.

She has been named *Albannach* (Gaelic for 'Scotman'), although until her completion she was generally known by her yard number: 'Beta'.

The 85ft. vessel has been fitted out as a trawler and will fish from Aberdeen under the command of Skipper Stuart Chalmers who was formerly in charge of the pocket trawler *Cromdale*. Skipper Chalmers has taken a share in *Albannach* in partnership with the boat's engineer David Taylor and with John Brown and Son (Aberdeen) Ltd. — a member of the Christian Salvage Group.

*Albannach's* history is somewhat complex. She was originally ordered from the Buta Ship Dock Co. by Scottish owners in association

# 'ALBANNACH' FINALLY MAKES Stern trawler with a 'side-winder' look

with the Salvesen Group. Her hull and basic superstructure were built on a sub-contract basis by CBS Engineering of Liverpool, but at a later date was taken to the English yard of Glasson Marine, near Lancaster, to be fitted out.

This yard ceased operations before the vessel could be completed and so the hull, together with most of the engine room fittings, was towed to Fraserburgh, where it was tied up for about nine months. In the summer of 1977 the hull was brought to Aberdeen to await a decision on its future.

The original part owners having by then pulled out of the venture, Salvesen looked

around for a new partnership before putting the fitting out work in hand.

Extensive stability assessment was carried out on the vessel by the Napier Co. (Aberdeen) and she comes well within current stability requirements for this type of boat. Despite the long lay-up the hull and superstructure was found to be in very good order and the vessel is of particularly stout construction.

John Wood Group Shiprepairing has completed the vessel ready for sea and, although some of the fittings have been bought recently, items of equipment were ordered by the original builders and so were sent to Aberdeen with the hull.

While in general appearance *Albannach* looks like a traditional 'side-winder', she is in fact arranged for towing her gear from the stern.

The port and starboard towing blocks are hung from a cantilever-type gantry built into the after end of the deckhouse. From its own towing block each warp will travel down to a sheave on deck and then forward to another sheave mounted against the bulwark forward. From here it will cross to one of the cantilever bollards and then run aft to the trawl winch which is positioned at the fore-side of the deckhouse.

An auxiliary winch and a small gantry arranged aft of the deckhouse will be used to lift in the bobbin gear and fore part of the net, but the bag of fish will be taken aboard over the starboard side forward by use of a fish derrick mounted on deck.

Otherwise the vessel is of conventional pocket trawler layout and below deck is subdivided from forward into forepeak, fishroom, engine room and crew's cabin.

She has a transom stern, raked stem and semi-bulbous bow, and is of all steel construction except for the masts and hatch covers which are of aluminium fabrication.

With an overall length of

85ft., the boat has a length bp of 72ft. 6in., beam 22ft. 6in. and moulded depth 11ft. 3in.

Propulsion is provided by a Mirreles Blackstone type ESSL6MGR turbocharged, six cylinder, air starting engine which develops 600 hp at 900 rpm and turns a Newage fixed pitch propeller through a Mirreles Blackstone gearbox of 3:1 reduction ratio.

A Worthington Simpson air compressor and a Desmi bilge and general service pump are belt-driven from the shaft between the flywheel and gearbox.

The hydraulic pumps for

the deck machinery are driven from the forward end of the main engine through a Karmoy gearbox. Two 2713E six cylinder engines starting auxiliary engines are fitted and each develops 1500 hp at 1500 rpm.

A Newton Derby three phase 50 kVA alternator and a Worthington Simpson air compressor are driven from the starboard engine.

The port auxiliary engine provides power for a Newton Derby 220 V motor and a Desmi bilge and general service pump in the engine room fittings.

Turner fresh water pump set, Haerle electric water heater, two fuel transfer pumps, a Watson and Dundas front-type main electric switchboard, a small Honda 3kW generator to feed the lighting, and a Karmoy Mak Varksted trawl winch are fitted.

The 216.35 trawl winch has two main drums and a double score warping drum while the 216.71 auxiliary winch comprises one drum and two warping drums.

Karmoy windlasses are fitted on the whaleback. Hydraulic power for the deck is provided by two Dow Domestic variable pumps and a Vickers pump all driven from the forward end of the main engine through the Karmoy gearbox.

There are local controls and the oil flow of the pumps is controlled by the engine controls in the engine room carry about 21,000 litres of fuel oil; fresh water is carried in a forepeak tank.

International Paints Ltd. has supplied the paint system used aboard the vessel.

The fishroom has a concrete floor and is served by two hatches. Electronic instruments in the wheelhouse are mainly supplied by Decca and Marconi.

Decca fittings include a Simrad EQ echo sounder with C1 Echoscope and MA Echo Magnifier, 450 Automatic Pilot, 814 Radar, 350T Track Plotter, and two Mk 21 Navigators with 2804A dual Navigator/Track Plotter switch.

Equipment from Marconi includes the popular Kodan Chromoscope K type CVS-885 echo sounder which presents soundings in colour. Other units supplied by Marconi include: Warden 111 watchkeeping receiver, 'Sailor' T126 R105 seab radio-telephone and two 'Sailor' RT 1445B vhf radio-telephones.

The hand and power assisted hydraulic steering gear is by Sarvi Styremaskin of Norway. A Wynstrum Mk 3 blade type wiper is fitted to one of the wheelhouse windows, and the helmsman's chair is from Nordic Supply A/S of Norway.

The all-electric fittings in the combined galley and messroom include a Humber St. Andrews 220V cooker, Creda grill, Haerle water heater and Lec deep freezer cabinet.

A shower, toilet and wash hand basin are also arranged in the deckhouse. Bunks for eight are arranged in the crew's cabins below deck aft, and a cabin for the skipper is housed aft of the wheelhouse.

Heating in the cabins and deckhouse is by Ekco electric heaters. Bunker tanks port and starboard in the engine room carry about 21,000 litres of fuel oil; fresh water is carried in a forepeak tank.

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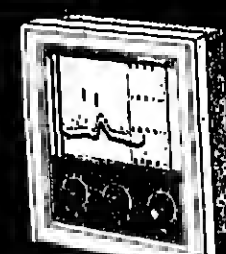

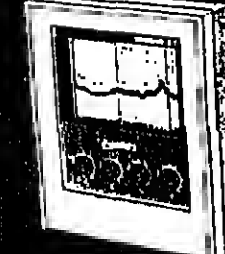


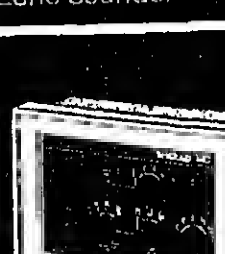


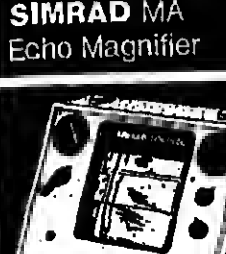
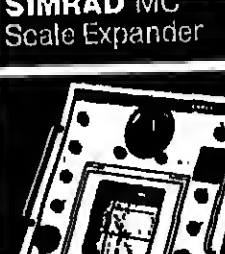




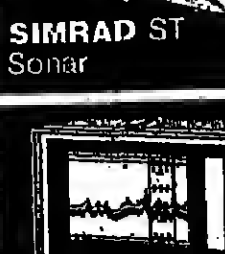

The auxiliary winch and gantry which will be used to lift aboard the bobbin gear and the fore part of the trawl.

The auxiliary winch and gantry which will be used to lift aboard the bobbin gear and the fore part of the trawl.

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The auxiliary winch and gantry which will be used to lift aboard the bobbin gear and the fore part of the trawl.

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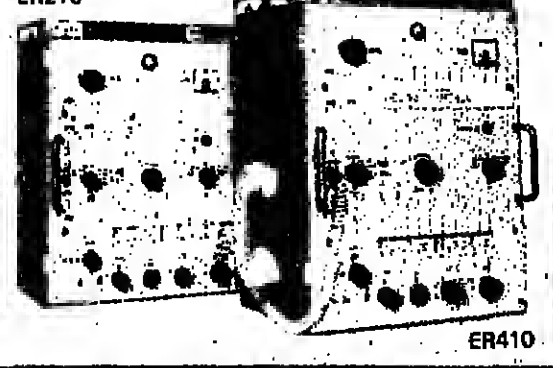
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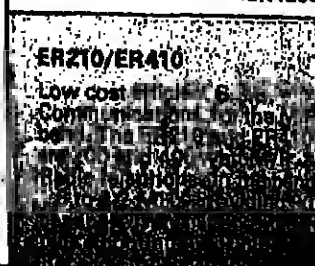
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**CONSORT**  
wish John Gardner  
good luck and good fishing

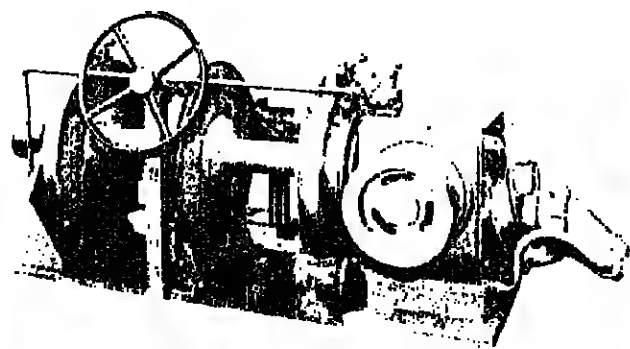
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TRAWL WINCHES &  
HYDRAULIC POWER  
PACKS



Good wishes to  
SKIPPER JOHN GARDNER  
and his crew on "Consort"

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# LINE SKIPPER TAKES ON SEINER TRAWLER

## ...Aberdeen base for 75-footer

FORMER line skipper John Gardner of Anstruther, Fife, has taken delivery of the 75 ft. seiner-trawler *Consort*. She is a new design boat built by the Macduff Boat Building and Engineering Co.

Partners in the boat with Skipper Gardner are William McKinn Hughes of Anstruther and J. Marr (Aberdeen) Ltd. She will be based at Aberdeen from where she will work as a seiner.

Skipper Gardner is the son of ex-skipper Alex Gardner of Anstruther, who commanded the Aberdeen-based great line boat *Radiation* until his retirement a few years ago. John also sailed aboard *Radiation* and acted as skipper on a number of occasions.

*Consort* has a stout beam of 21 ft. 11 in. and depth of 11 ft. 7 in. The transom-sterned and wooden-hulled boat is the first of the new design from the Macduff yard, being stouter and beamier than earlier models.

She was designed by naval architects G. L. Watson and Co., in association with the builders, and incorporates all the features characteristic of modern Scottish seine netters, including a deck shelter and rope storage reels.

All the superstructure is of steel, except for the deck shelter and hatch covers which are made of aluminium.

Right: *Consort's* wheelhouse contains the Kelvin Hughes echo sounder, Wesmar sonar and one of the two Decca Navigators.

Below: gear handling machinery includes Northern Tool and Gear seine and trawl winch and Fishing Hydraulics seine rope storage reels.

Caledonian Engines Ltd. of Glasgow supplied the Caterpillar 3412 propulsion engine, which is turbocharged and jacket water after-cooled, and has a rated horsepower of 160 at 1,800 rpm. It drives the fixed pitch propeller through a Caterpillar 7231 gearbox of 4.5:1 reduction ratio.

Equipment belt-driven from the extension shaft at the forward end of the engine includes a 22.5 kW 110 V Transmotor generator, Deami SA40 bilge and general ser-

vice pump and two 24 V Transmotor battery charging alternators.

Hydraulic pumps for the gear handling machinery are driven off the forward end of the extension shaft through a Northern Tool and Gear 'Mastra' step-up gearbox.

Wilmar Engineering Services (Aberdeen) Ltd. supplied the auxiliary generating set. The unit is based on a Lister HR3 diesel engine developing 37.5hp at 1,800 rpm to power a Desmi

3 in. bilge and general service pump, 110 V Transmotor generator, 24 V Transmotor alternator and standby hydraulic pump for the seine and trawl winch.

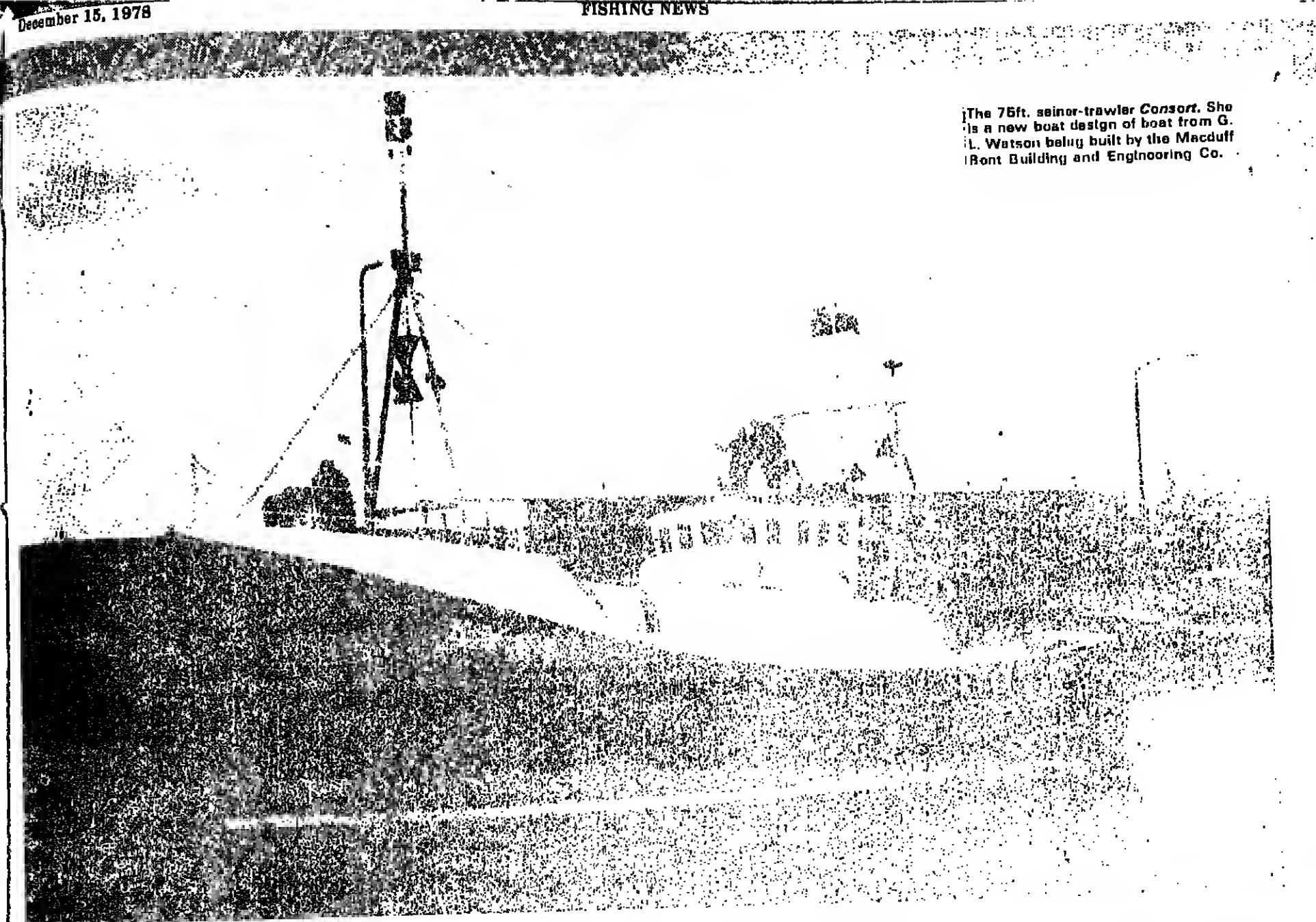
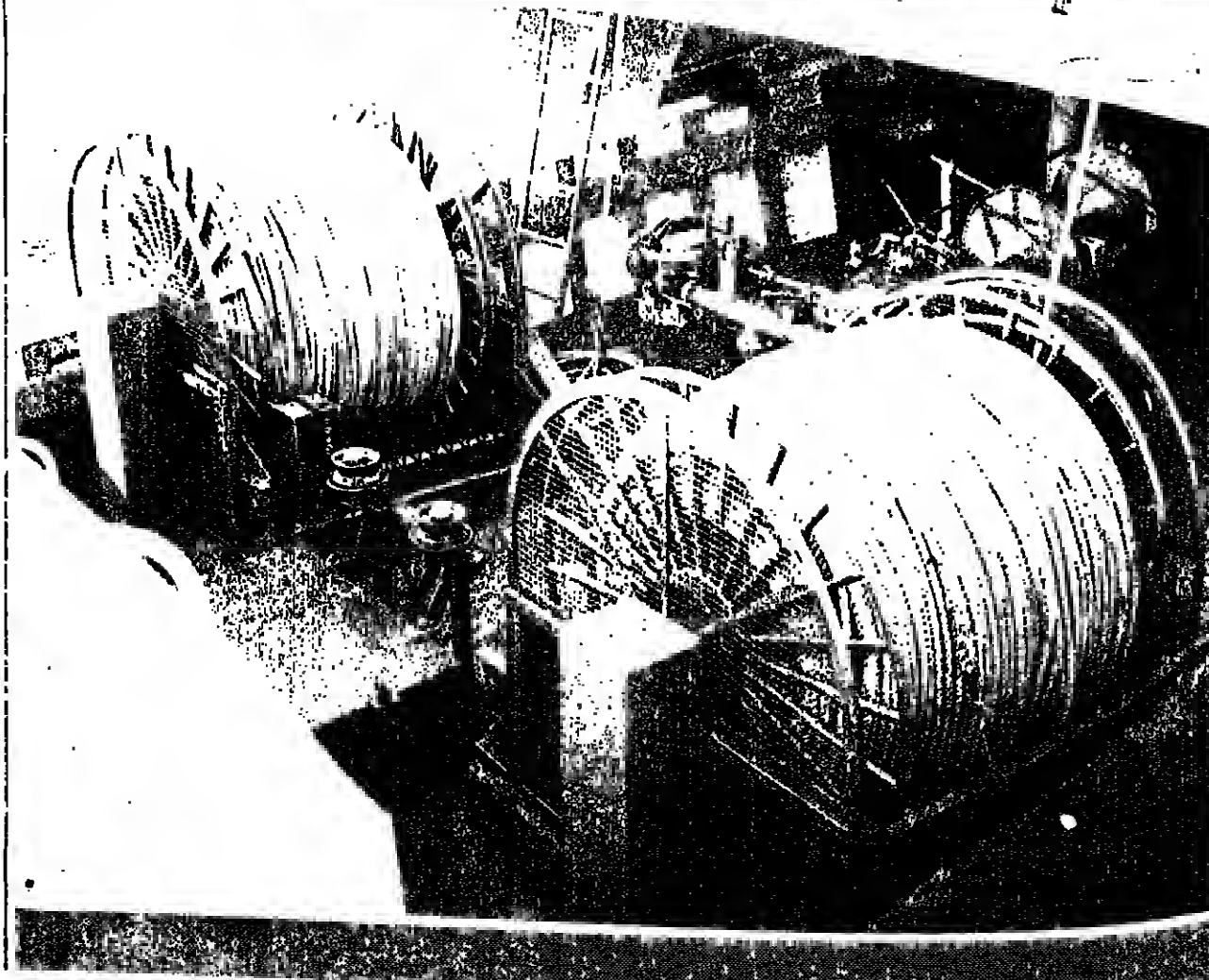
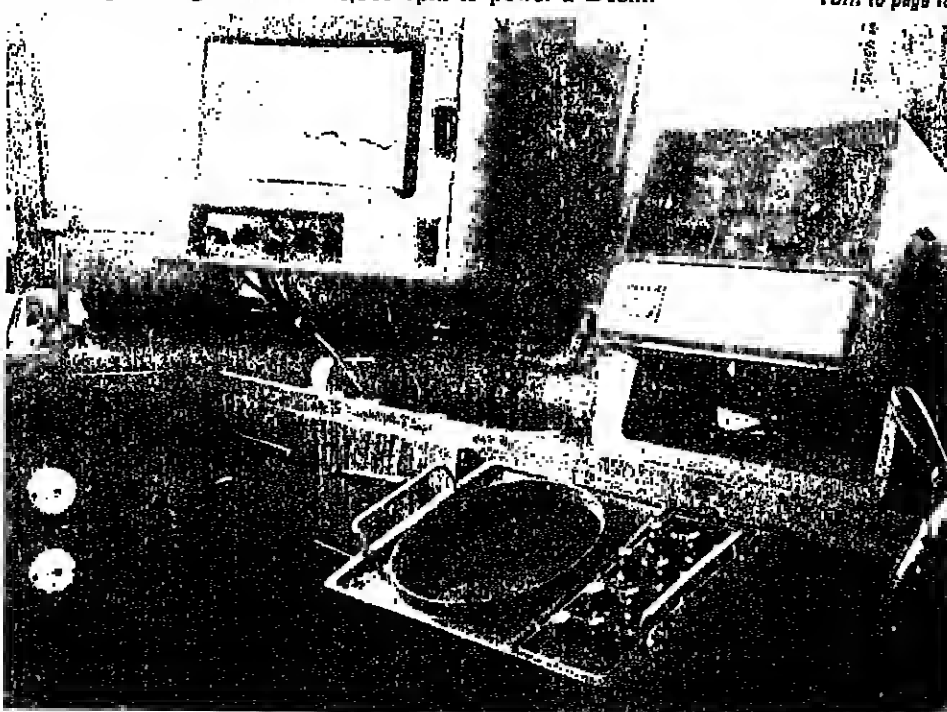
Tanks in *Consort's* engine-room hold about 3,500 gallons of fuel oil and the engine has electric starting.

A Northern Tool and Gear Minstra seine and trawl winch is fitted on deck, forward, in the shelter of the whaleback.

Fishing Hydraulics (Scotland) Ltd. supplied the two-drum system of seine rope storage reels and, also, the Rapp 24 RA power block and its Hiab 650 crane. A Beccles rope coiler is carried for standby use.

Hydraulic power for the winch is provided by a Desmi variable delivery pump which is driven from the forward end of the main engine through the Mastra step-up

Turn to page 18



The 75ft. seiner-trawler *Consort*. She is a new boat design of boat from G. L. Watson being built by the Macduff Boat Building and Engineering Co.



## CONSORT CHOICE

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Congratulations and best wishes to Skipper John Gardner and his crew from  
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# As Olsen's Almanack moves into its 103rd year, TOM WOOD looks at the

THERE can hardly be a fisherman worth his salt who has not heard of 'Olsen's', for over the years Olsen's Fisherman's Nautical Almanacks have time, and time again, proved their worth as an indispensable reference work no fisherman or boat should be without.

Now into its 103rd continuous edition (1979) the tightly bound covers contain a mass of information for fishermen and the onewere to almost every problem which could arise at sea and ashore.

At this time of the year, as fishermen throughout the country are traditionally making sure of next year's Olsen's, *Fishing News* turns back the clock to look at the astonishing career of the man whose name is synonymous with the well-being of fishermen more than 80 years after his death.

116 Stirling Street, Grimsby, never was the most fashionable address in the port. Yet when the tidy little terraced house, sadly torn as the home of a nautical

## ...MAN BEHIND THE FISHERMAN'S BIBLE

man, and for years it was the observation point of a man from the very front rank of those serving the fishing industry, with a remarkable reputation on fishing matters and navigation which won him world-wide acclaim.

That man was Ole Theodore Olsen, FLA, FRAS, FRCS, immortalised in fishing communities by the small blue fisherman's nautical almanack which still carries his name to this day.

A bearded man, industrious, conscientious and generous to a fault, Olsen showed what could be achieved in a lifetime of enterprise and application.

He was born at Christiansand, Norway, in 1838 and first came to Grimsby in the early 1860s as captain of the Norwegian barque *Darvint* which carried natural ice from Bravik in Norway for Grimsby's infant fishing industry.

After a few years he

courted and married a Grimsby girl and Olsen turned his back on a career at sea to settle at the Humber port. Norway's loss was to be Grimsby's gain, for fishing was rising fast and Olsen, grasping every opportunity, rose with it.

### Flags

He took premises on Cleethorpe Road and a warehouse on the fish docks and began business as a flag manufacturer, adding compass adjustment and nautical instrument construction — both self-taught trades — shortly afterwards.

He was ably assisted by Hans Johannessen who formerly commanded the Norwegian barque *Augusto* which brought herrings into Grimsby.

Being in close contact with fishermen he became aware of the necessity of some ready and explicit instruction

in the shape of literature", as he later described it. Having enlisted the help of some of the more enlightened smackowners and skippers, he began producing books of inestimable value on fishing procedure and navigation.

Success followed success and included were his charts of the North Sea fishing banks, *The Piscatorial Atlas*, *The Fisherman's Practical Navigator* and *The Fisherman's Seamanship*.

The famed Olsen's *Fisherman's Nautical Almanack* first appeared in 1876. These small blue-covered annuals, justly nicknamed "The Fisherman's Bible", contained a plethora of information about navigation and won numerous awards for their creator. Of special interest were the lists of fishing vessels registered at the various ports.

Until 1878 only the Grimsby, Hull, Yarmouth and Lowestoft fleets were shown, but then Harwich,

London, Woodbridge, Lerwick and Scarborough were introduced followed by Ramsgate in 1878 and all other UK ports within the first ten years.

### Sales

An alphabetical list of steam trawlers, now all motor, was introduced in 1895 which gave details of the build, age, tonnage and ownership. The almanacks sold throughout the country like hot cakes in tens of thousands every year. Hardly a British fishing vessel has not seen since without its 'Olsen's' tucked away somewhere. But despite these enormous sales only a mere handful of the old editions seem to have survived.

No doubt many fished a 'floating test' when the new edition arrived, but there ought still to be many hidden

Turn to page 22

## CONSORT

From page 16

gearbox. A Vickers double pump unit, also driven through the step-up gearbox, powers the rope reels and power block.

An unusual feature of Consort is her small Karmoy anchor windlass fitted on the whaleback. It is driven from the auxiliary engine by the same hydraulic pump which provides standby power for the winch. An anchor recess is located in the starboard bow. Fish finding aids in the

wheelhouse comprise Wesmar SS230 sonar and Kelvin Hughes MS44 echo sounder with BL1 bottom expansion unit.

Other electronic units were supplied by Decca and include 'Sailor' T128 R105 sub radio telephone; 'Sailor' RT144B vhf radio telephone; RM916C Clearscan radar; 450 Automatic Pilot; 350T Track Plotter; and two Decca Mk21 Navigators with 260 4A dual receiver/plotter switch.

Tenford 100 FSC steering gear is coupled to the autopilot and other wheelhouse fittings include Wynstruments Mk. 3 blade-type window wiper, Morse controls for engine and winch, and the controls for the rope reels.

A separate messroom is located under the wheelhouse, while in the deckhouse there are toilet,

The Rapp power block and Hlab cranes on Consort are from Fishing Hydraulics.

washing and shower facilities. Fresh water is carried in two tanks at the stern.

Eight bunks and a Reflex oil heating stove are arranged in the crew's cabin below deck aft.

Galley equipment aboard the 75 ft. seiner includes a New World gas cooker, Vaillant water heater and Lee fridge.

Safety equipment includes a Tec-Aid Electronics bilge level alarm unit and fire detection and alarm system, plus a Gondolastic Gas Sentry Mk. 3 gas detector.

Electrical switchboards are by Merlin Gerin and Halon 1801 gas total flooding fire extinguishing system is supplied for the engine room.

Aluminium stanchions and aluminium and wooden boards, are fitted in the fishroom which is arranged for carrying fish in boxes.

Chalmir floodlights and a Francis searchlight are carried on Consort's superstructure.

## Best wishes from the DESIGNERS

To the Skipper and Crew of "CONSORT" and Congratulations to MecDuff Boat Building on the completion of another fine vessel.

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## Cause of flatfish disease

WHILE fishing off the Isle of Arran recently we caught some plaice and flounder which had brown scabs on their backs. When we removed the scabs, red circles remained.

This is not the first time we have caught flatfish in this condition and we would like to know what the causes of it are. Can you help?

According to a scientist at the Department of Agriculture and Fisheries for Scotland's Marine Laboratory in Aberdeen, such scabs and markings on flat fish in the Clyde are most likely to be caused by lesions — changes in the texture of organs — consequent upon the fish being damaged by trawls.

It is possible though that they might be caused by lesions alternatively originated.

Since it had long been known that various types of lesions occur in flatfish in certain areas, MAFF scientists carried out a survey of disease incidence in several species in Rye Bay and in the north-eastern part of the Irish Sea in 1972.

The outcome was a paper on the occurrence of lymphocystis, with notes on other pathological conditions, in the flatfish stocks of the north-east Irish Sea, written by R. G. J. Shelton and K. W. Wilson.

During the survey fish were examined for external abnormalities. These were classified as lymphocystis, ulcers, healed damage and other lesions including helminth cysts and dermal tissue proliferations.

During the survey over 40 baskets of fish of more than 20 different species were caught. None except flatfish had external lesions.

The virus disease lymphocystis was found to be the most important of identified pathological conditions. Highest levels were recorded in flounder followed by plaice and dab.

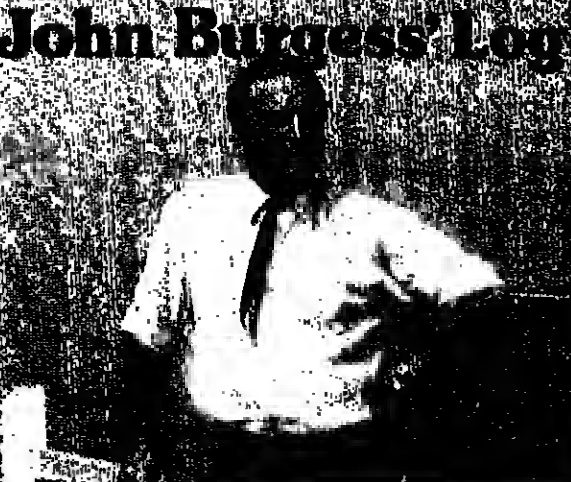
Next most important was ulceration, probably of bacterial origin. Highest level was found in flounders, followed by dab and then plaice.

Among the few other lesions noted were encysted parasites and proliferations of tissue possibly resulting from earlier injury.

The incidence of healed fin damage (probably caused by previous capture and rejection or by passage through the cod-end mesh) was generally low.

It was highest in flounders, a fact which supports the theory that if there is a limited market for a species, it is more likely to be jettisoned after being caught in trawls and, therefore, more prone to have lesions caused by physical injuries than a virus or bacterial infection.

Incidence of all types of le-



## John Burgess Log

There are two versions of it — one capable of a pull of 800lb, and the other of a pull of 1,000lb. Either of them are likely to suit your requirements very well I believe.

The hauler with line hauler and capstan head attached are illustrated in a brochure recently issued by the company.

As a consequence, the authors of the paper conclude: "Since virus particles derived from ruptured and sloughed off nodules are likely to be the principal means by which the disease is transmitted in wild populations, then in areas such as the north-east Irish Sea where the water circulation is somewhat restricted or where the rate of deposition is high (as in the mouths of estuaries) the sediments could become important reservoirs of infection."

"This would go a long way towards explaining the correlation which clearly exists between particular areas and disease outbreaks."

"It might also help to explain why flounders, which spend most of their lives in or around estuaries, are so liable to the disease."

## Rubbers for wheelhouse windows

"I CANNOT locate any firm here in East Lothian which can supply rubber inserts for sliding wheelhouse windows. Can you suggest a source of supply?"

C.O.H. Barnes Ltd., 9 Park Road, Tunbridge Wells, Kent, is likely to be able to supply the type of insert you want.

The company specialises in the manufacture of rubber extrusions of all sorts and issues a catalogue in which a vast number of them are illustrated.

You could either apply for a catalogue and find out the number of the type you want or, if possible, send a sample and ask the firm to supply a quotation.

## Net and line haulers

"I AM fitting out a boat for lining and trammel netting, and intend to fit a hydraulic hauler with which I can haul both lines and nets."

"I know that devices of this kind are made in Norway. Do you know of anyone who manufactures them in this country?"

Spencer-Carter Ltd. make a pedestal-mounted hydraulic net hauler, to which a line hauler — capstan head can be attached.

peny and so are the hydraulic components — clutch/pump units, pump and control valve, reservoir and oil filter etc. — which it can supply to operate the hauler.

These illustrations and dimensions of components will all be of help to you when planning your installation and, if you have not used hydraulic machinery in your boat before, so will drawings of a typical hydraulic system, control valves and filters and hydraulic reservoirs which the company can supply together with the new brochures.

Although not of direct concern to you at the moment, details are either illustrated in the brochure or listed in accompanying price lists will be of general interest.

These include a small trawl winch, a capstan, a capstan/line hauler, a hydraulic gurdy for lining snackerel and its associated stripper and gunwale rollers.

Should Spencer-Carter not be able to supply what you want, Seawinch Ltd., 18 St.

Michael's Trading Estate, Bridport, Dorset; PNP Duerr Ltd., Eastern Boat House, Burnham-on-Crouch, Essex; Drum Engineering Co. Ltd., P.O. Box 178, Edward Street, Works, Tong St., Bradford, West Yorkshire; North Sea Winchea Ltd., Roscoe St., Scarborough, North Yorkshire; Mackay and Macleod Engineering Co., Evanton Industrial Estate, Evanton, Ros-shire, Scotland; or the Eyemouth Boat Building Co. Ltd., Harbour Road, Eyemouth, Berwickshire, may be able to do so.

Parlour pots of the type you want are made by G. Basil Jones Ltd. at Cutler's Warehouse, Dawkins Road, Hamworthy, Poole, Dorset.

Their frames are made of plastic-coated steel and standard pots are 32in. long, 22in. wide, 16in. high and weigh about 20lb. (9kg.).

Entry compartment and holding parlour are the same size and the whole end of the pot in the latter forms a door which can be opened to remove the catch.

Should you want pots with parlours larger than 16 x 16 x 22in., the firm is willing to supply them.

"AMERICAN, and all other parlour pots about which I have been able to

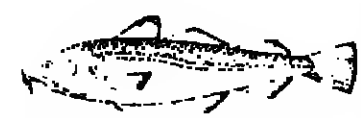
obtain particulars, are always supplied with side entrances.

"I use parlour pots exclusively as it is often impossible to lift them for several days at a time and I should like to try some fitted with those polythene top entrances which you described in a recent issue.

"Do you know of anyone who makes them?"

## Parlour pots — a top entry

# Marconi Marine Net Monitor NM-850AT lets you SEE how your gear is fishing



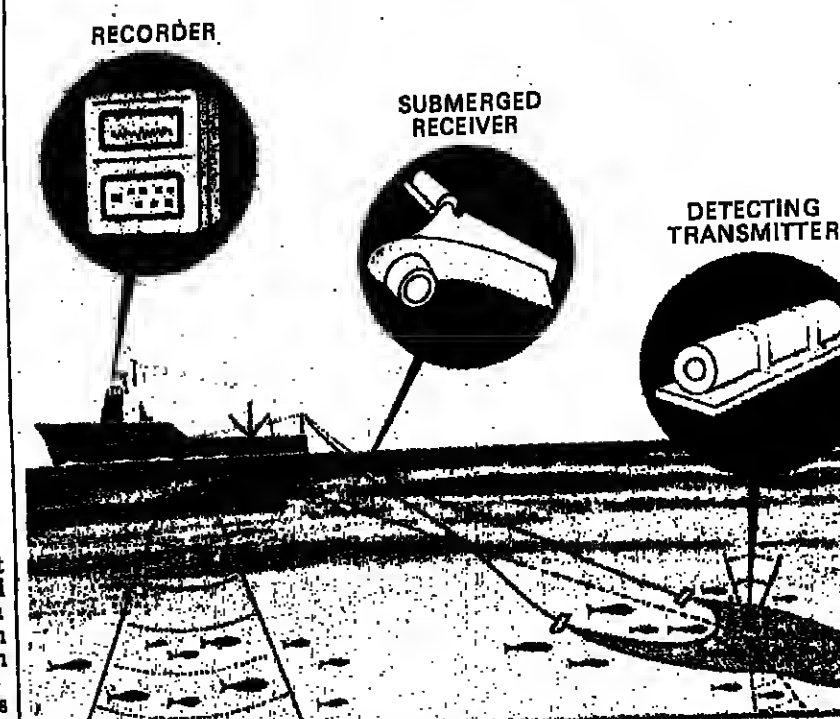
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★ No cable connection to the equipment — nothing to interfere with normal working.



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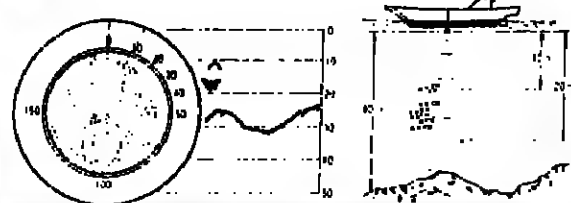
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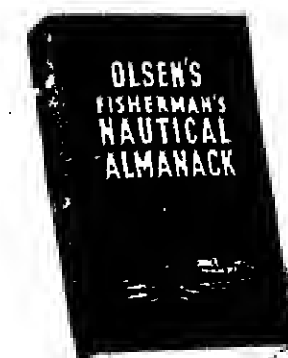
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# INSHORE at Grimsby

A MONTHLY FEATURE

THE BIG North Sea white fish bonanza largely petered out during November and, by the end of the month, two-thirds of the Grimsby anchoring fleet was laid up for the winter break.

The final third was still at sea hoping for an early Christmas box and trying to keep the market supplied. November is always a tailing month and its deceptively mild start resulted in many a seiner missing off this outstanding year with a long trip, but not always much to show for it.

Nevertheless, on paper 1978 must go down as easily the best year Grimsby's North Sea small boat fleets have ever had.

However, just in case one of those December diehards drops on to a pond of fish and comes up with a jackpot trip, individual honours must wait for another time!

Nearly the entire fleet bettered £50,000 for the year, with the pick all well past the six-figure mark.

Clearly, Consolidated Fisheries could hardly have chosen a better year to switch its interests from deep water trawling to anchor-seining. And the deal which brought the 19-strong "burr" fleet across the Humber from Hull looks like the bargain buy of 1978.

Similarly, Hull trawler owners Thomas Hamling could not have envisaged its tremendous start on the south bank of the Humber after buying up the Richardson and Allard Hewson seiners from Salvaen last January.

The port's other 'new boys' this term, the United Seiners agency, is firmly established after less than a year in business.

Both these concerns, like Sam Chapman & Son Ltd., have useful connections along the Yorkshire coast and it's a long time since Grimsby had so many visitors from Bridlington, Scarborough and Whitby during a year.

The most significant development in November was the announcement of the Grimsby Fishing Vessel Owners' Association small boat retraining scheme for redundant trawlermen. At



Skipper Tom Nielsen of *Margaret* (left), had a tremendous run of big grossing late in the season. Right: Wayne Loades has been appointed main agent for Rapp at Grimsby.

long last it got the blessing of the Government and cash for a Humber pilot-scheme in 1979.

There have been crewing problems with some seiners over the past year. The way the port is restructuring the catching side, with such diverse additions in the second-hand market, is certainly stretching to the limit the conventional training channels which have always provided skippers and crews.

The owners' own scheme compliments the existing training structures and, quite simply, plans to provide fully qualified practical instruction to man who already have

many years of trawling experience and skills in the very different worlds of the seiner and palagic trawler.

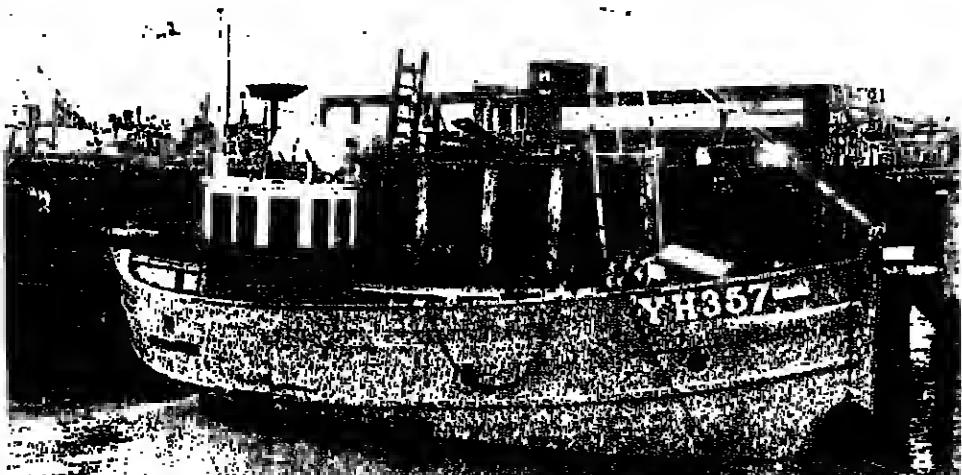
Skippers in the news during the month include Tom Nielsen of Hamling's anchoring *Margaret* and Wallace Wilson, of the Jubilee-  
agent pair *Wavell*.

Almost unobtrusively Skipper Nielsen has forced his way to the forefront with an amazing run of trips during the last third of the year. All made five-figure grossings and this has pushed *Margaret* on to the heels of the port's elite after a late start through working sprats until March. Tom should be one skipper to

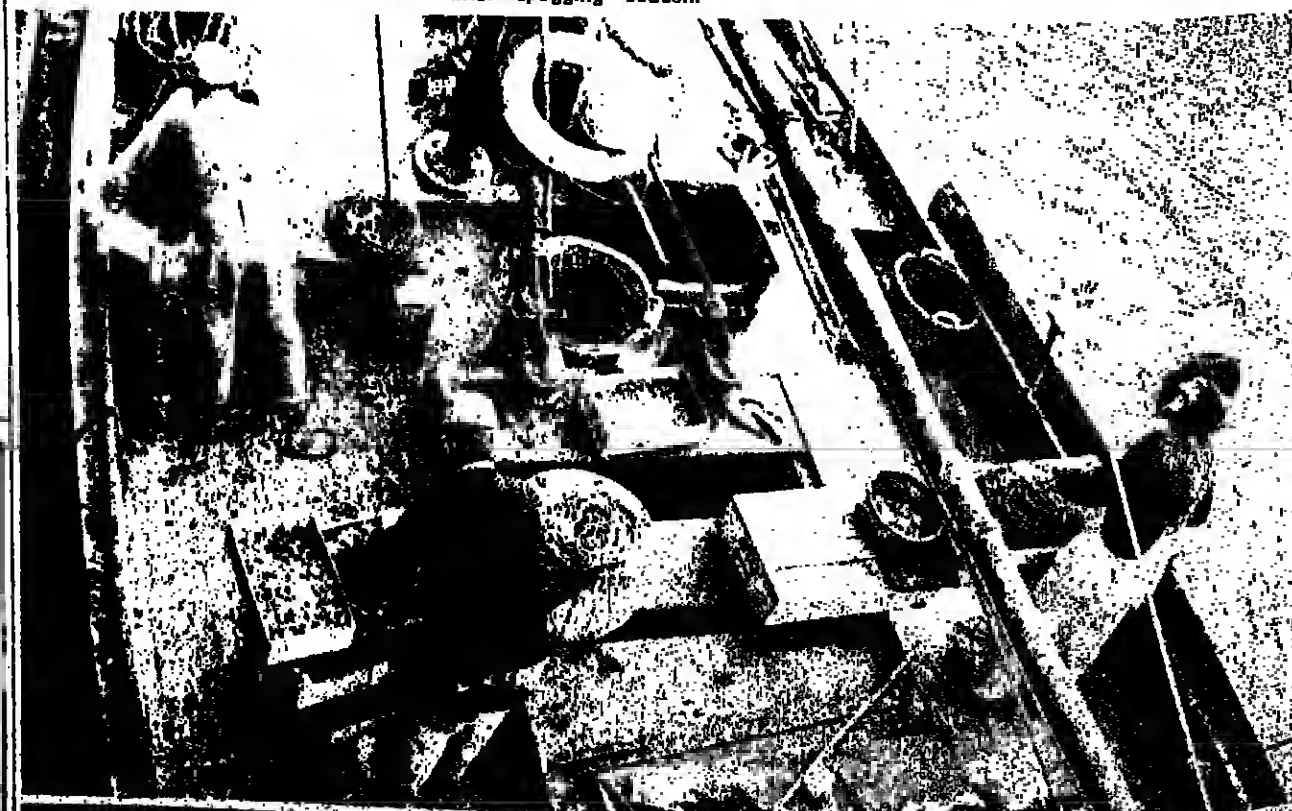
keep an eye on next year.

Skipper Wilson, on the other hand, is just beginning to find his feet after being dumped in the dole queue 18 months ago when the freezer trawler he commanded at the time switched across the Humber to Hull.

From freezer skipper to pair trawler skipper, and part-owner, is quite a change. However, the brilliant Wallace saw it as the only possible way of staying in fishing from Grimsby and, when *Wavell* came on to the market in the early summer, he linked up with Alan Farmery, another redundant deep water man, and they



Above: *Utilise* — the latest addition to the inshore fleet. "Boston Bob" Thornton is to skipper her. Below: belting up hand lines with shelled whelks ready aboard *Courageous II* for the Humber winter "peegging" season.



*Shepherd Lad* got a flyer at the beginning of the speeging season under Skipper Lol Washington.

sank their savings in the vessel. Acting as spokesman for the co-owners, Wallace told *Fishing News*: "We love it. Pair trawling has given us a new lease of life and we'd never go back deep water fishing even if there was a chance."

"You're so involved with everything here there's never a dull moment."

Now they have a permanent pairing with *Annie Kirk* (KY 108) — brought across from Denmark in September under the Jubilee banner — both men can look forward optimistically to the New Year.

The start of the winter speeging (inshore hand-line fishing for cod which move into the Humber late in the year) almost caught the inshore boats unprepared after that long summer session with the dogs.

The United Seiners' duo

*Lead Us* (Skipper Jackie Mountain) and *Shepherd Lad* (Skipper Lol Washington) both got 'flyers' and the early November fish averaged about £40 per kit. Later on *Courageous II*, *Shearbill* and *St. Vincent* all got going, too, and the best performances so far have been smallish landings by the same vessel in one week on slack tides. One top trip was 40 kits worth £1,593.

An interesting new arrival among the inshore fleet is the 16-ton *Utilise* (YH 357) from Boston, Lincolnshire, which new owners at Malton Mowbray have fittingly put 'Boston Bob' Thornton in command. *Utilise* has been refitting since arriving, but should be in action early in December.

On the debit side, *Shepherd Lad* has been sold to interests in Scotland outside fishing, while the Tom

Sleight seiner *Maxwell* has left for Whitby to begin a new career with St. Anne's Trawlers Ltd.

A new face among the back-up engineering services belongs to Wayne R. Loades, who is already running the HLAB marine crane and the Repp-Hydeme agencies for the port. Wayne served his time on Grimsby fish docks, but then spent five years in the merchant service before returning to Grimsby.

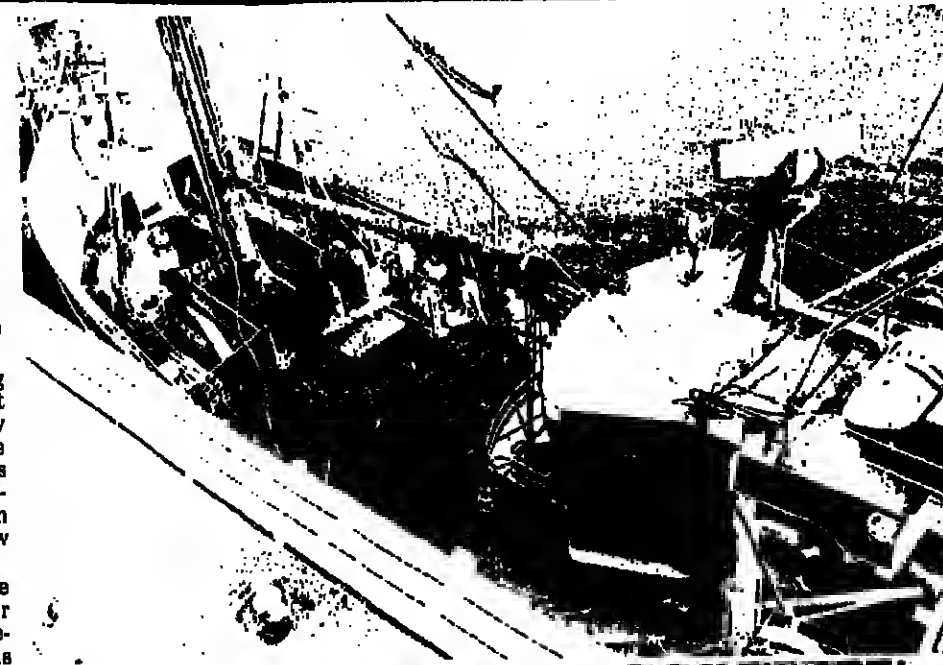
Eventually, as the trawling side ran down, he became yet another victim of redundancy and so set up on his own as a marine and hydraulics engineer. He provides a 24-hour service from his home in Charles Avenue, New Waltham, Grimsby.

Routine servicing on the seiners is keeping the repair firm very busy. The first re-engining job of the winter is being carried out by Marine Diesel on Sleight's *Denston*. A 3406 TA Caterpillar of 275 shp at 1,800 rpm is to be coupled up to a 6.1 Twin Disc reduction gearbox to Newage slow-running stern gear. An Andreas Jansen hydraulic winch is also being fitted.

Meanwhile, shipwrights Bridges & Salmon have picked up the first new wheelhouse to be put in hand since the season finished. This is on the Chapman-  
agent seiner *Kell-Jon*.

Finally, regular readers will no doubt be pleased to learn that Fred Harrison, the 'boss' at United and champion of inshore fishermen last summer at the Industrial Tribunal hearing on landings, is up and about again after a sudden illness in the autumn. I express the sentiments of his many friends and colleagues in wishing him a complete and speedy recovery.

TOM WOOD



Top: a bird's eye view of the Jubilee-  
agent pair trawler *Wavell*, with (above) her skipper, Wallace Wilson (right) and co-owner John Farmery.

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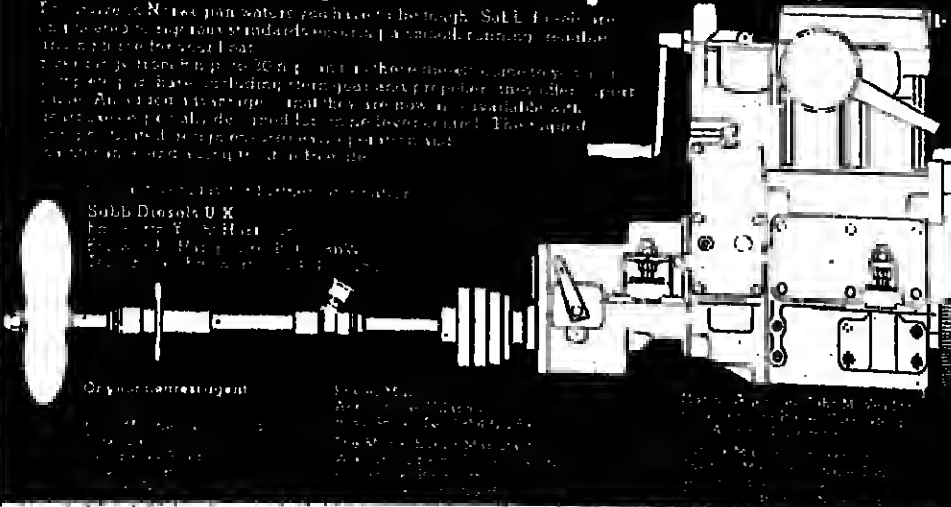


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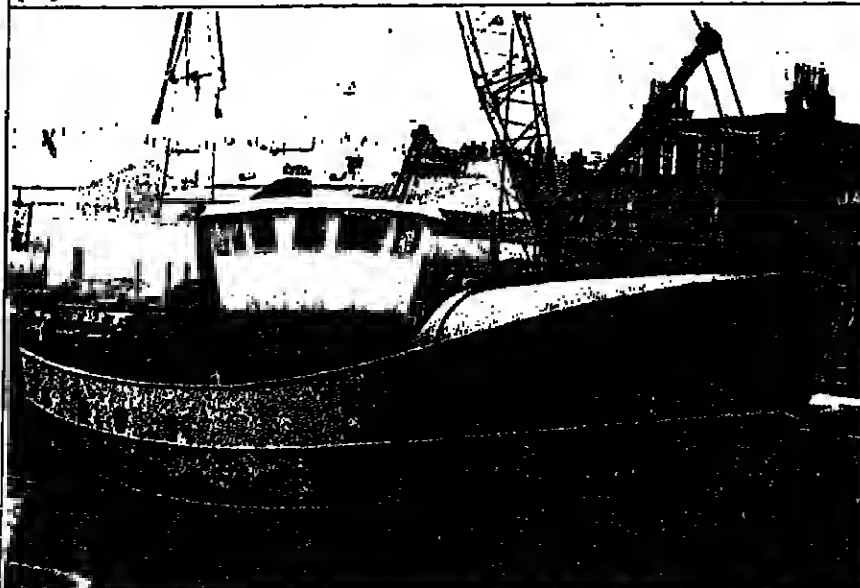
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# Aberdeen pay vote

ABERDEEN fishermen are the Aberdeen Fishing Vessel Owners' Association. The fishermen's committee — with pay offer from their employers.



The 76ft. steel-hulled seiner-trawler Lorwood. She is for the Don Fishing Co. Ltd.

## 'LORWOOD' NEAR

THE 76ft. steel-hulled seiner-trawler Lorwood is nearing completion at the Aberdeen yard of John Wood Group Ship-repairing Ltd.

She is the second of two sister-ships built at the yard for the Don Fishing Co. Ltd., which like the builders is a member company of

the John Wood Group (Aberdeen). The first vessel, the 75ft. Costlewood, began fishing out of Patahead earlier this year.

Scheduled for delivery in January, Lorwood will work from Patahead under the command of Skipper "Loriant" Andrews of Lossiemouth, who will also have a port share in the vessel in association with the Don Co.

Mal Keenan, TGWU district officer, negotiated the increase — unanimously recommended acceptance of the offer to members.

In a circular to the men, Mr. Keenan said the proposed increase was: "Negotiated against a background of the worst circumstances faced by the fishing industry in recent years. It represented the best possible increase that can be obtained under the circumstances."

The new rates would mean an increase in sea pay of 86p a day and shore pay would go up by 80p a day.

Nine pence a day would be added to the holiday pay, and poundage rate would increase by five pence.

The terms and conditions, which are retrospective to 25 October, include a personal gear insurance up to £150 per man for loss due to total loss or collision.

Deckhand and cooks' pay would go up to £9.60 per sea day basic, with holiday pay at 90p. Shore pay would become £6.54 and poundage at 80p per £100 gross, with guarantee up to £200 per day. The daily guarantee goes up to £13.60, with a weekly guarantee of £95.20.

Asked if there would be a stoppage of the fleet if the men did not accept the offer, John Warman, chairman of the fishermen's committee, said: "We work a seven-day week and don't have anything like overtime pay."

"The increase is within the Government's guidelines, and the majority of the men appeared to accept it. The fleet couldn't afford a stoppage."

"We have to try and keep the boats going."

## THE FISHERMAN'S BIBLE

From page 18

away in attics or back rooms; mementoes of forgotten years. It would be a rare bonus to hear from readers in possession of old copies.

Apart from nautical information the early 'Olsen's' contained all sorts of unexpected things. In the 1880s a monthly gardening feature appeared as well as other quaint Victorian articles like "Teaching Tricks to Canaries", "Living on Ten Shillings a Week (60p)" — (compulsive reading for all trade unionists!) — or "A Word about Worry" (compulsive reading for all journalists!). Practically everyone connected with the UK fishing industry, and many who weren't, advertised with Olsen.

There were trousers at 2/11 at the Leeds Clothing Store (14p), or a bottle of Alcock's Scotch for 3/6 (17p), but one wonders if anyone survived the full course of seven "Electric Radiant Baths" for a guinea at Miss Cotterill's Grimsby Nursing Home.

Ramarkably fluent in several languages, Olsen travelled the world widely where honours were heaped upon him. King Oscar of Norway and Sweden made him a Riddar of Wossa and also presented him with the Order of St. Olaf.

In Japan the Emperor conferred upon him an Order of the Rising Sun, whilst at home he was made a member of the British Association as well as a Fellow of both the Royal Astronomical and Geographical Societies.

Having started on the very bottom rung he was always willing to extend a helping hand to those finding the going tough. Maybe this is why he chose to live in the comparative obscurity of Stirling Street, despite his impressive nautical vision, when he could easily have afforded a more spacious residence among Grimsby's fishocracy.

**Logical**

In January 1925 Ola Theodore Olsen died and the copyright of his almanack passed to the Scarborough publishers and printers E.T.W. Dennis & Sons Limited.

It was a logical and sensible move as one of Olsen's daughters had married into this much-respected Scarborough family and it ensured the family tradition of unbroken publication was maintained ever since.

The business which Olsen founded on the fish docks still exists, although it has moved and changed hands several times since. But they can still fix you up with a set of signal flags, just as Olsen could a hundred years ago.

Perhaps the Olsen story has that familiar Grimsby ring of the self-made-man. What made Olsen a little bit special was that he provided something that was badly needed by the trade, and so played some small part in all those other rags-to-riches stories. For this reason alone the man who wrote "The Fisherman's Bible" deserves to be remembered long after

many of his more illustrious contemporaries had been forgotten.

THE 1979 edition of Olsen's *Fisherman's Nautical Almanack* is now available through local stockists or at the main ports, or by post, at £5.85, from E.T.W. Dennis & Sons Ltd., Printing House Square, Scarborough, North Yorkshire.

## 'Patchy' start for Tyne spratters

THE START of the sprat season off the Tyne, which is now getting under way in earnest, has been "spasmodic" according to fishermen at North Shields.

The number of boats engaged in the fishery and landing in the Tyne currently total about 30, but this could rise to 45 at the peak of the season later this month and in the fishing at the beginning of January.

Landing figures recently indicate the varying nature of the fishing with 1,351 tons being landed on December 1, while the next day's landings were only 80 tons.

The bulk of the boats on the aprons are from Scotland, but North Shields-based Newington Trawlers now has five of its vessels after the small fish.

Skippers are hoping that this year the season will run its full course until March or April, as the last season expired very early, ending in February this year.

Ships coming into the Tyne with their catches either land them into lorries on the quayside or discharge into "klondykers" which run into Danmark.

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# Catches and Prices

## TOP LANDINGS LAST WEEK

### GRIMSBY

**White Water**  
115,937: *Ross Kelly*, BUT (Sk. B. McCall), 655k, W, 18 days.  
115,243: *Ross Juno*, BUT (Sk. J. Waddingham), 397k, W, 15 days.  
112,462: *Ross Jaguar*, BUT (Sk. D. Speck), 481k, W, 17 days.  
112,400: *Ross Panther*, BUT (Sk. M. Gansen), 387k, W, 18 days.

### North Sea

117,902: *Osoko*, Taylor (Sk. D. Ball), 521k, NS, 15 days.  
112,228: *Lepanto*, Lindsey (Sk. C. Crow), 300k, NS, 14 days.  
111,421: *Sando*, Taylor (Sk. M. Moss), 216k, NS, 14 days.  
110,259: *Lucerne*, Lindsey (Sk. S. Davidson), 208k, NS, 13 days.  
110,122: *Hondo*, Taylor (Sk. J. Greene), 197k, NS, 14 days.

### Shetland

115,628: *Nielson*, Chapman (Sk. B. Andersen), 180k, NS, 14 days.  
112,949: *Jenlo Reppia*, Jubilee (Sk. B. Olsen), 74k, NS, 18 days.  
112,823: *Visborg*, Consol (Sk. C. Chasper), 70k, NS, 18 days.  
112,322: *Lau-Ann*, Hamling (Sk. H. Mass), 17k, NS, 8 days.

### Faroes

119,354: *Thomas Nygaard* (Faroes), 563k.

### White Sea

116,500: *Gavina*, Marr (Sk. C. Scott), 530k, 25 days.  
112,668: *Lunedo*, Marr (Sk. J. Burns), 418k, 23 days.

### Home waters

118,841: *London Town*, Hewett (Sk. J. Buckley), 293k, 14 days.  
116,580: *Replenish*, Ward (Sk. J. Rawcliffe), 183k, 15 days.  
116,176: *Royalist*, Hewett (Sk. H. Buckley), 194k, 15 days.  
112,096: *Chormor*, Hewett (Sk. O. Jensen), 68k.  
111,939: *Rosomondo*, Ward (Sk. K. Benvers), 245k, 14 days.

### ABERDEEN

129,112: *Grampian Chieftain*, North Star (Sk. R. Leiper), 1,167k, S, 16 days.  
122,644: *Pindarus*, BUT (Sk. J. Glasgow), 724k, S, 16 days.  
118,717: *Admiral Nelson*, Wood Group (Sk. R. Pirie), 550k, W, 13 days.  
118,149: *Burwood*, J. Wood Group (Sk. A. Nelson), 494k, F, 15 days.  
117,389: *Glen Urquhart*, J. Marr (Sk. A. Brown), 467k, F, 17 days.  
117,734: *Ben Gairn*, Irvin (Sk. C. Grimmer), 240k, F, 13 days.

### GRIMSBY

Expected during the week from: *Ross Cheetham*, *Ross Juno*, *Ross Kipling*, *Ross Panther*, *Ross Zebra*, and *Yara*. Several Icelandic vessels expected.

### HULL

No local deep-water vessels expected, but several Icelandic vessels due.

### PORT MARKETS

FRIDAY, DECEMBER 8  
A very small supply of 17 boxes due in very bad weather conditions came from Port-n-Blaigh. Ray was the main variety.

### A. W. BUTLER (w/sale) Ltd.

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### Belgian Trawlers

114,603: *Bluebird* (Z 418), Hamling (Sk. C. Couwzyer), 291k, NS, 13 days.

### FLEETWOOD

116,690: *Bjarturr*, Marr (Icelandic), 1,608k.  
111,886: *Godarnes*, Marr (Icelandic), 376k.

### Faros

119,354: *Thomas Nygaard* (Faroes), 563k.

### White Sea

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112,668: *Lunedo*, Marr (Sk. J. Burns), 418k, 23 days.

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800 boxes from 10 boats. Prices per stone: cod, £3.70/£5.20; haddock, £3.75/£5.88; whiting, £2.85/£4; round whiting, £2.80/£3.33; plaice, £3.70/£5; mackerel, £3/£4.40; lemon sole, £4.60/£6.40; large codling, £2.50/£3.80; dab, £3.30/£5; haddock, £2.75/£4.38; mackerel, £2.80/£3.10; ling, £2.60; hake, £3.15/£9; large prawns, £2.80/£3.45; mixed prawns, £2.75; small, £2.40/£3.10; round haddock, £3.40; halibut, £1.40; squid, £5.80; dogfish, £1.82/£1.95.

### BUCKIE

150 boxes from 10 boats. Prices per stone: cod, £4.15; large codling, £4; small, £3.80; large haddock, £3.50; small, £3.40; round whiting, £3/£4.70; mackerel, £4.90/£5.50; medium plaice, £5/£5.80; small, £2.60/£2.90; whiting, £4.20; turbot, £1.4; dogfish, £1.50/£1.80; large prawns, £2.80; small, £2.40; round haddock, £3.40; halibut, £1.40; squid, £5.80; dogfish, £1.82/£1.95.

### LOWESTOFT

114,600: *St. Mark*, East Coast (Sk. J. Kelly), 305k, NS, 13 days.  
112,636: *St. Thomas*, East Coast (Sk. J. Ketteringham), 273k, NS, 14 days.  
112,276: *Boston Sea Fury*, Boston (Sk. M. Barnard), 237k, NS, 9 days.  
112,051: *Boston Sea Dart*, Boston (Sk. A. Quantrell), 233k, NS, 12 days.  
112,045: *Suffolk Venturer*, Hobscons (Sk. H. Baxter), 223k, NS, 12 days.  
111,886: *Bolton Queen*, Talisman (Sk. A. Gill), 238k, NS, 12 days.

### North Shields

112,389: *Ben Meidie*, Irvin (Sk. T. F. Jamieson), 58,575kg, NS 6 days.

### Under 60 ft

117,637: *Lindisfarne*, Irvin (Sk. J. Bailey), 14,075kg, NS, 3 days.  
116,800: *Lindisfarne*, Irvin (Sk. J. Bailey), 10,900kg, NS, 2 days.  
116,699: *Conduan*, Irvin (Sk. N. Morse), 11,330kg, NS, 4 days.  
115,176: *Orion*, Coley (Sk. W. Scott), 10,740kg, NS, 1 day.  
114,558: *Sharon Rose*, Coley (Sk. J. Moodie), 7,164kg, NS, 3 days.  
114,202: *Strella*, Irvin (Sk. T. Johnson), 11,593kg, NS, 2 days.  
112,649: *Burton Agnes*, Newington (Sk. J. Ray), 6,615kg, NS, 4 days.

### MILFORD HAVEN

115,585: *Pictou Sealion*, Norrard (Sk. T. Saller), 170k, 14 days.  
115,287: *Pictou Sea Eagle*, Norrard (Sk. R. Foster), 170k, 13 days.  
113,191: *Andrew Wilson*, Linke (Sk. J. Brodie), 58k, 8 days.  
113,04: *Arthur Harvey*, (Sk. F. Reynolds).

### KEY:

11: 81er Island; 85 Berants Sea; OW distant water; F Faroe Islands; G Greenland; HW home waters; I Iceland; IS Irish Sea; CN Norway Coast; NFL Newfoundland; NS North Sea; O Orkney; R Rockall; S Shetland; W Westland; WC West Coast; WS White Sea; Sk Skipper; k kils; c cwt; kg kilo.

### FRIDAY, DECEMBER 8

Prices per 10 at kit: cod, £3.90/£4.40; codling, £3.80/£4.30; haddock, £4/£5; ling, £2.80; sole, £2.20. Price per lb: halibut, £1.20.

### MILFORD HAVEN

119 kits from one boat. Prices per 8 at kit: large cod, £4.4; medium, £4.4; codling, £4.3; large plaice, £5.5; small, £5.0; turbot, £1.0; whiting, £2.2; Dover sole, £1.0; brili, £1.0; large ray, £5.5; medium, £5.0; small, £2.7/£3.0; dogfish £1.6.

### POLKSTONE

Four boats landing. Prices per stone: large cod, £4.55; medium, £3.95/£4.25; codling, £3.60/£3.90; prawns, £1.10/£1.50; whiting, £1.70/£1.95; skate, £5.50; plaice, £7.10; herring, £8.20.

### TUESDAY, DECEMBER 12

### HULL

FIRST of five Icelandic landings expected at Hull this week.

### FRIDAY, DECEMBER 8

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### TUESDAY, DECEMBER 12

### HULL

FIRST of five Icelandic landings



100



1990



THE staff of Fishing News sends warmest season greetings to all our readers. This will be the last issue of 1978. We resume our service again on January 5.



## WESMAR

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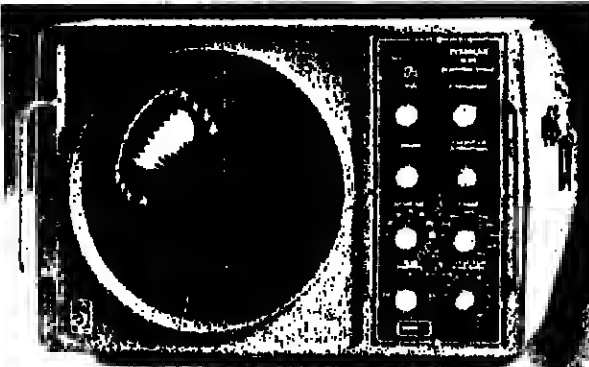
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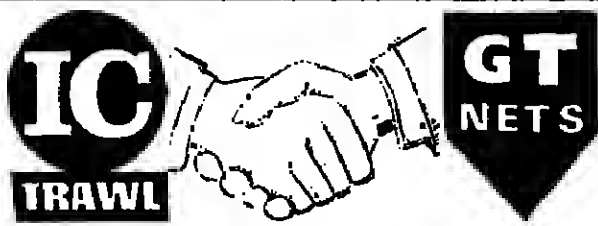


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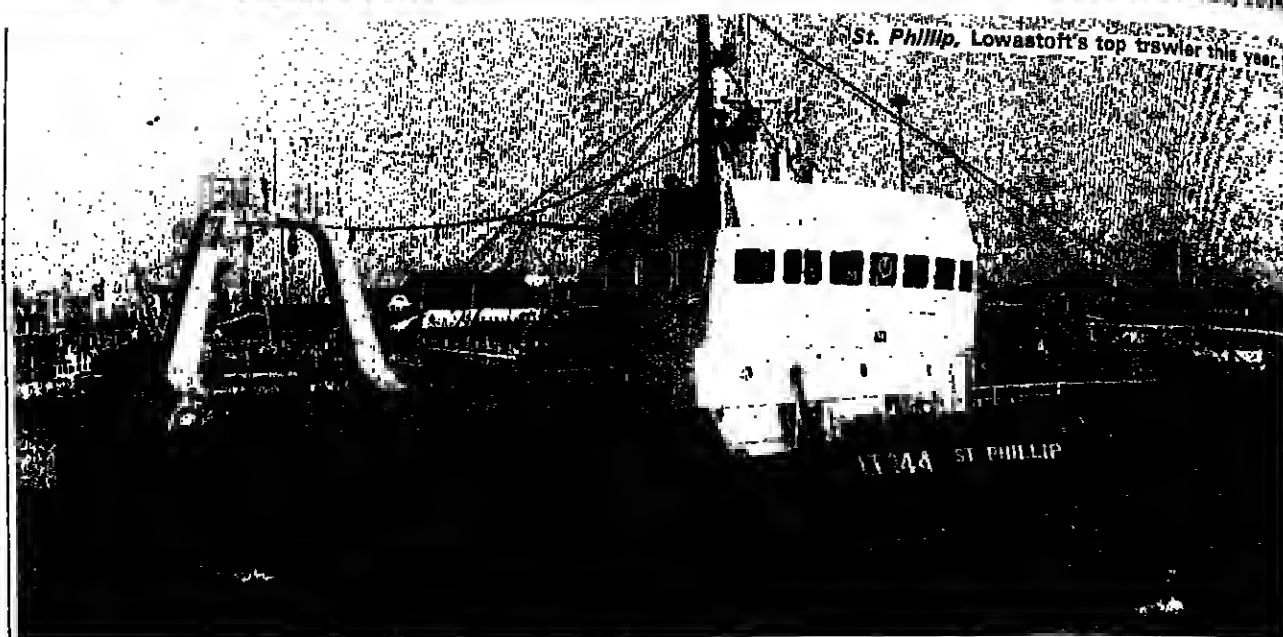
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## Record-busting year for 'St Phillip'

LOWESTOFT'S top earning trawler this year is the stern fisher *St. Phillip* with a record grossing of £380,000 — more than £100,000 more than the previous record set up last year.

*St. Phillip*, one of the more recent additions to the Lowestoft fleet owned by Colne Fishing Co., completed her trips for the year on December 18 with a landing of 317 kits worth £14,303 from a 13-day North Sea trip.

Command during the final trip of the year was taken by relief skipper Stephen Jones, from Cromer, but for most of the year *St. Phillip* has been skippered by Terry Martin from Lowestoft.

This has been a memorable year for Skipper Martin, with *St. Phillip* becoming the first Lowestoft trawler to break the port earnings record in successive trips during September.

### Relief

On the second of the trips she was taken to sea by relief skipper, Frank Elsom. Throughout the year Skipper

Martin missed only two trips in command.

"We have had our ups and downs but it has been reasonable fishing and this year everything has clicked into place for us," said Skipper Martin.

He was quick to praise the efforts of his crew during the past 12 months. "During the seven years I have been a skipper I have never had such a loyal and great crew as I have had this year. They have been fantastic," he said. "We have had some hard graft out there, but they have always bounced back."

The trawler's total catch this year was 10,694 kits from 267 days at sea.

"It is a magnificent achievement and naturally we are very pleased and proud. It has been an outstanding year's work by this skipper and crew," said Aubrey Moore, general manager for the Colne Co.

A presentation to mark the port championship win by *St. Phillip* will be arranged soon.



Skipper Terry Martin. He missed only two trips in command of *St. Phillip* this year.

## AUTOLINE RECORD AT LEWIS FACTORY

THE 114FT. auto-liner, *Anni Elizabeth* of Stornoway, which broke three records when she first arrived at her home port in July, has set up another record — £23,400 — for a landing at Lewis. *Anni Elizabeth*'s new processing factory at Braeaclete on the west side of Lewis.

This was the first landing of the factory — a Highlands and Islands Development Board Company with Norwegian interests — by a Lewis boat, and it was the highest price ever paid to a local haul for a landing.

The 32½ ton of fish — halibut, cod, haddock, ling and turbot — was caught during eight days of fishing off Rockall and the Faroes.

The autoliner has a crew of ten including three east coast men who are on a training course before taking over the *Grampian Crest* a 115ft. trawler which the HDB are converting to autolining.

Mr. William J. MacLeod, Senior, owner of the *Anni Elizabeth*, said he was very pleased with the way the factory at Braeaclete had coped with the whole catch. It had been put ashore in a very short time. The icing facilities were also first class.

He added: "I have a great

deal of respect for the administration there. We will be landing from now on at Braeaclete because we feel we have to promote this new venture — the first of its kind in the UK. Previously we were landing in Aberdeen."

## Norway quota raised

THE EEC and Norway were on the verge of agreement on 1978 fish catch quotas in Brussels as *Fishing News* went to press.

According to sources close to the EEC negotiating team, the main issues have been settled.

Quotas for cod north of the 62nd parallel, and shrimp off the Greenland coast, have been agreed subject to ministerial confirmation.

It appears that the Norwegians are prepared to increase the EEC cod quota from 27,000 to nearly 30,000 tonnes.

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## £482,700 'Argonaut'

ANSTRUTHER skipper Dave Smith made his last landing of the year last week and shot his earnings of his sealer *Argonaut IV* to a remarkable £482,700 for the year.

*Argonaut IV* completed a six-day trip and turned out 648 boxes which earned £15,769.

The boat ends her year's fishing on another record note. On her last trip she caught 13 sharks, 11 of which were taken in one haul on the Ling Bank.

A KENTISH port was in festive mood last Saturday when the Folkestone Fishermen's Association held its first dinner and dance.

## TALKS ON COD AND WHITING HADDOCK QUOTA TO BE CUT

THE 24 cwt. North Sea haddock quota for licensed vessels is to be reduced to 20 cwt. next year following a meeting in Edinburgh last week.

Fishing restrictions in the North Sea and off the Scottish west coast are being considered by the Government because of a reduced total allowable catch for haddock in 1979.

At present licensed vessels fishing for haddock in the North Sea are permitted to catch up to 24 cwt. per crew man each week.

The outcome of this discussion was that Government intends to reduce the North Sea haddock quota to 20 cwt. per man per week in the New Year.

Strong representations were made to have the same quota per man on the west coast as in the North Sea. It had been the Government's intention to increase the pre-

vious TAC proposed for 1979, an industry meeting of Government and fishermen's representatives was held in Edinburgh on December 14 to discuss the possibility of reducing the North Sea haddock quota per man.

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## Correction

FOLLOWING a Department of Trade investigation into a collision between the vessels *Stroma II* and *Rotche*, it was reported in *Fishing News*, November 24, that Skipper Frederick William Elder had been drunk at the time.

This was wrongly reported and investigation findings were that Skipper Elder diverted *Stroma II* in a southerly direction "by reason of fatigue and drink."

We apologise for any embarrassment this report may have caused.

## TWO MEN LOST

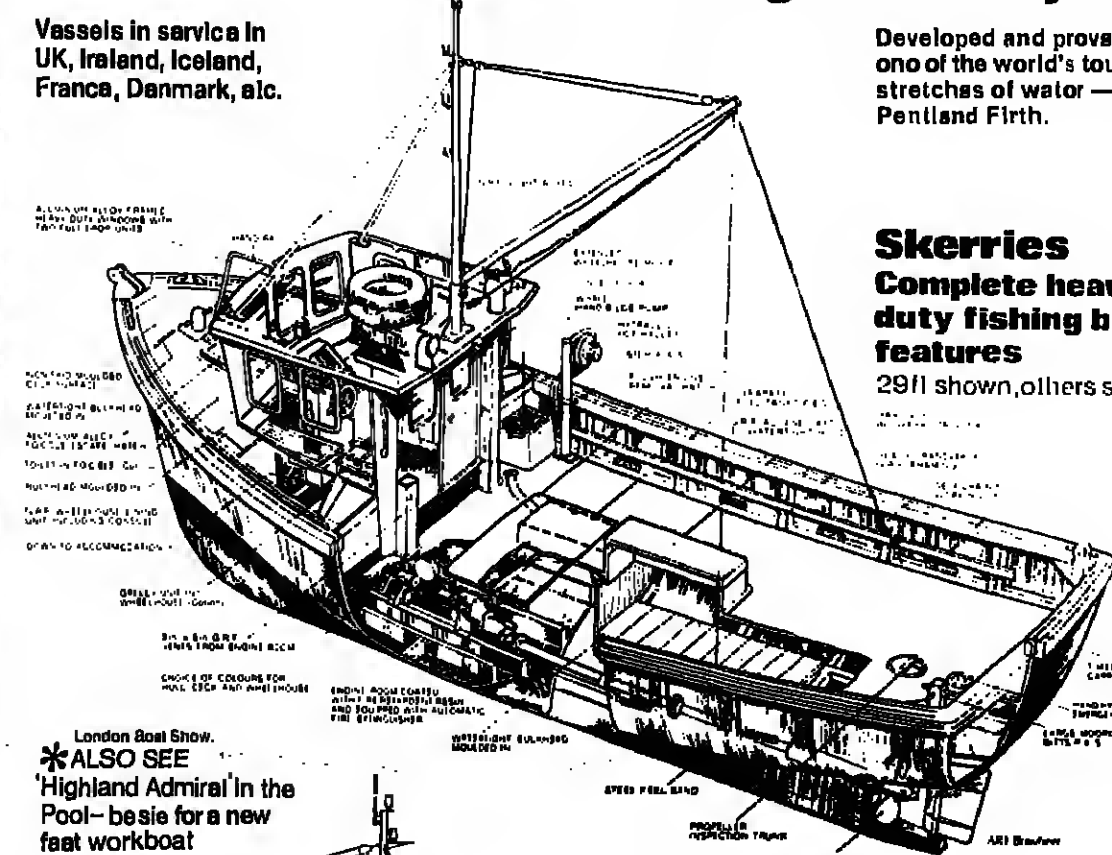
TWO DONEGAL fishermen drowned when their small boat overturned as it returned to a trawler off Blacksod, Bellmullet, Co. Mayo, last Saturday night. Both men, Michael Cannon (28) and Gerald Byrne (23), were from Killybegs.

Michael Cannon's brother Pat, skipper of the *Tall Maria Abriel*, was saved when he held on to the side of the overturned boat.

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## Aid under 80-footers

FLEETWOOD'S Inshoremen have reacted angrily to the Government's aid plans for Hull, Grimsby and Fleetwood vessels over 80ft. long.

In a letter to John Silkin, Fisheries Minister, the honorary treasurer of the Fleetwood Fishermen's Association, Peter Brerley, says: "My association wishes to know the reason, commercial or political, why the recent award has been limited to vessels over 80ft."

"Fleetwood has been losing just as many active fishing vessels from the port under 80ft. as above that length; being about one per month over the last year."

### Decline

"It is the opinion of the inshore fishermen that the class of vessels which should be showing growth in our port is that of under 80ft. This is the very class which is disadvantaged within the port and now by your department."

"Landing restrictions are suffered at Fleetwood by inshore vessels because of the historical association with larger vessels. The rapid and permanent decline of this fleet since ceasing to fish at Iceland is the immediate cause of the present trouble."

## Joining 'FN'

TOM WRAY, former technical editor of the WFA Industrial Development Unit, joins *Fishing News*, *Fishing News International* and *Fish Farming International* to the New Year.

He takes up the new post of features editor for the three journals and will be based in Hull to help strengthen FN staff representation in the main fishing areas of the UK.

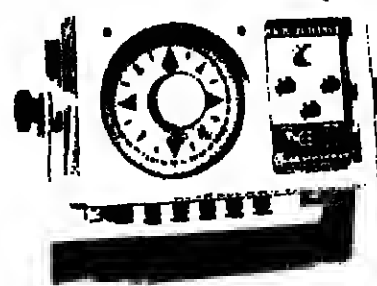
Tom, who is 40, is married with three children. He served in the RAF from 1954 to 1960 and from 1960 to 1969 he was with Hawker Siddeley Aviation as a technical author. In 1969 he went on loan to McDonnell Douglas Aircraft Corporation in the USA to supervise and advise on the production of technical publications for the RAF and RN Phantom aircraft.

Back with Hawker Siddeley Aviation from 1970 to 1973, he was promoted to chief technical author. In 1973, he joined the IDU to Hull. As its technical editor, he produced numerous reports on developments in the industry.



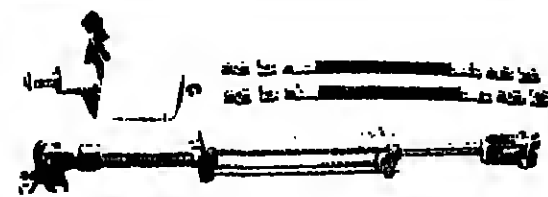


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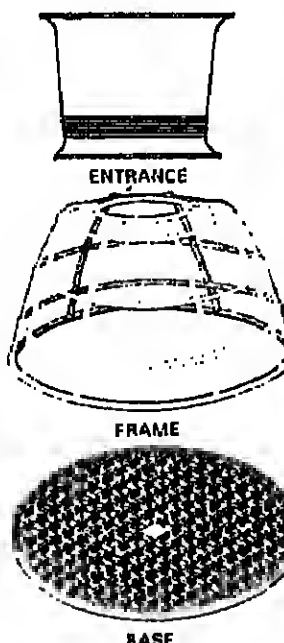
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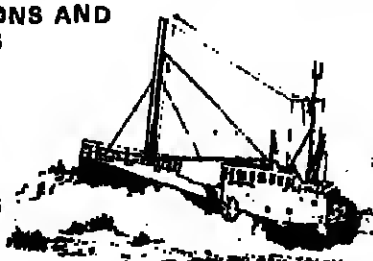
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SIR, Your Comment in the December 8 issue seems to me to express views that are unworthy of the high standard set by your newspaper, and can do nothing to convince the other members of the Common Market that the British fishing industry is motivated by other than selfish pump considerations.

It seems extraordinary that the same issue of *Fishing News* which reports landings into English ports of vessels from Iceland, Belgium and France, can take issue with a situation where Faroese, French and Danish vessels might land in the Outer Isles of Scotland — an area which has very few natural advantages other than the sea.

Perhaps equally extraordinary is the implicit suggestion that it is somehow improper for British Government money to be invested in operations which are part-owned by Norwegian or American interests in the Outer Hebrides.

The rest of Britain seems to find nothing strange in British Government assistance being made available to the many dozens of foreign companies, both American and European, that have set up operations in

## Plenty of blue whiting left for fish meal

## LETTERS

various parts of the United Kingdom since the Second World War, and of which the massive Ford investment in South Wales is only the most recent example.

Nor does it seem logical to suggest that the proposed fish meal development for the Western Isles "completely undermines the British position in the EEC." Certainly industrial fishing has to be controlled so as to have the least impact on the so-called human consumption species; but I am certainly not aware that anyone is

suggesting other than a controlled situation in the west.

To imply, as your third paragraph appears to do, that in some way industrial fishing can be reduced to zero will come as a great shock not only to the Danes, but also to the Shetlanders and those of your readers who are currently engaged in the Cornish mackerel fishery, or hope to be engaged in the Northumberland sprat fishery.

More importantly, perhaps it also begs the question of how the UK is going to benefit from blue whiting if additional fish meal facilities are not provided near to the fishing grounds.

The total catch of blue whiting this year is in excess of

223,000 tons, most of it taken off the west coast of Scotland and most of it turned into fish meal.

Supposing all of that tonnage, which you will note is equivalent to 25 per cent of the UK landings of all species, had been processed into frozen blocks, or canned, or turned into surimi, then there would still have been between 150,000 and 180,000 tons of offal to be disposed of.

A fish meal plant would seem a reasonable outlet. J. K. LINDSAY, Head of Fisheries Division, Highlands & Islands Development Board, Inverness, Scotland.

## Wrong basis for TAC

SIR, Having had time to digest the report by Lowestoft laboratory scientist Dr. Stephen J. Lockwood on mackerel stocks and their assessment (Mackerel can take the Onslaught, *Fishing News*, November 24), I would like to make the following comments.

Regardless of the size of the stock, it is only that portion which shoals in large compact shoals in relatively shallow waters that is commercially fishable.

If the shoals are dispersed, broken up, or generally harassed by continuous fishing, it

becomes at first difficult — and later impossible — to catch them commercially or economically by any means, regardless of horsepower or sophisticated methods.

So, although scientists may tell us fishermen that our continued efforts are not affecting the size of the total stock, those of us who have been fishing that part of it which shoals along the south-west coast over the last ten years can testify to the effect that the increased effort is having on the fish.

We have had to increase our investment, efficiency, costs and effort in order to simply maintain our annual catch rate,

but that catch rate is now falling off. For some the economics have forced them to abandon the fishery.

The fish no longer shoal up in the large shoals they used to in the Channel; and those smaller shoals which do form up soon disappear once they are found and so become harder to catch.

Add to this the very large amount of dead fish on the ground and it will be understood why, although scientists tell us differently, the stock appears to be diminishing.

What use is it to us if there is an enormous stock on the edge of the continental shelf if we

cannot catch it? If we destroy that pool of genetic information which determines what portion of the stock will shoal along the south coast, it will be many years before we again have a viable mackerel fishery here in the south-west.

It is, therefore, non-sensical to base total allowable catch figures on the size of a parent stock. More regard should be taken of the size of the stock in inshore waters, since it is this we fish and depend on for our continued livelihood.

A. ATKINSON, D.A.M. Trawlers Ltd., Lockyer Quay, Sutton Road, Plymouth.

## South-west's 'hidden limit'

SIR, In your recent south-west edition (*Fishing News*, November 17) great emphasis was placed upon the need for a six-mile limit to ensure a future for local vessels. From the statements that have been made it would appear that the only protection afforded to vessels un-

der 80ft. is the three-mile limit.

Despite the fact that nowhere in Scotland does such a limit exist, we find round the Cornish coast that the so-called three-mile limit is, in fact, up to a 6.9-mile limit.

This apparent contradiction arises from the use of bay closing lines by the local sea fisheries committees.

In the case of Falmouth Bay, Penzance Bay and Mevagissey, St. Austell and Tywardreath bays a line has been drawn across the mouths of these bays and the 3-mile limit then starts from there.

So in the case of Falmouth Bay, Penzance Bay and St. Austell Bay, in areas vessels under 80ft. cannot fish within 6.9 miles of the coast.

So now when we hear cries for a six-mile limit we know that what is being sought is a limit of at least 8 miles and, in places, up to nine miles — and it is this proposal that is unacceptable to those shippers who have invested their life's work in vessels over 80ft. JOHN WEST, Skipper, MV *Flowing Tide*.

## Boston Group bows out

THE BOSTON Group effectively wound up its trawling interests at Grimsby last week when *Boston Halifax* — the port's operational distant water ship — landed a 778-klt trip after 24 days on the Norway Coast.

But the end of the Boston chapter at Grimsby could well have further crippling consequences at Fleetwood, as *Boston Halifax* is being switched to Lowestoft instead of the west coast port as had earlier been planned and this could mean Boston's no pole to quit Fleetwood too.

The modest grossing of £26,018 of *Boston Halifax* did nothing to ease the debts she has built up, especially since the summer, and the grossing was completely overshadowed by the huge earnings last week made by visiting Iceland

dic trawlers. However, it hoisted her tally for the year to an unqualified £373,466 from 12 trips end, as the only vessel to work continuously through the year, the stern dragger is certain to run out as the top distant water at Grimsby in 1978.

She will not be the port's top earning vessel as she is already in arrears, on annual grossings, to a few of Grimsby's middle water fishers and several hundred thousand pounds of debt of the port's top pair terms.

During the second half of the year, *Boston Halifax* showed the plight of the modern distant water owner with a string of loss-making trips, because of lack of suitable grounds, and she has not grossed more than £30,000 since June. However, the firm by keeping her going

have provided much-needed jobs for her crew.

When the Boston Group first made known its decision to cease trawling for fresh fish from Grimsby, it was announced that *Boston Halifax* would move to Fleetwood and link up with sister-ship *Boston Stirling* as a pair trawling unit in 1979, but this has now been cancelled. Instead, it has been announced *Boston Halifax* will switch to Lowestoft in the New Year.

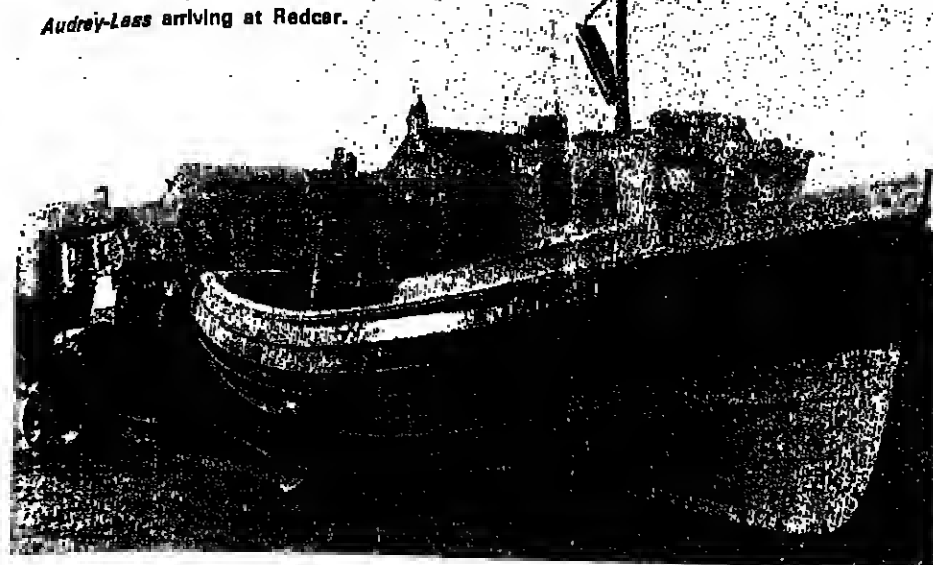
This decision will no doubt come as yet another body blow in the Fleetwood battle for survival. Indeed in the light of this decision it now looks as though the Boston Group might be considering pulling out of Fleetwood too. In recent years the firm has concentrated its modern ton-

nage on Lowestoft, where it has the port's most modern fleet of stern trawlers, and its organisation at the Suffolk port is flexible enough to absorb the 125-ton *Boston Halifax* successfully, the odds seem stacked against *Boston Stirling* and the slightly larger stern trawler *Boston Beverley* and *Boston Blenheim*, which are currently on the south-west mackerel.

Boston's Fleetwood interests would follow the group presumably follow the group to Grimsby where an agency to handle foreign vessels is left.

There is much speculation on this issue but the firm would not be drawn and is yet to commit itself publicly either way.

Audrey-Loss arriving at Redcar.



## Redcar's largest cable arrives

THE LARGEST fishing vessel operating from the Yorkshire coast port of Redcar is the 35ft. long forward wheelhouse cable *Audrey-Loss*.

Built for Redcar brothers, Steve and Dean Hardy, she was built at the yard of William Clarkson at Dnck End Yard, Whitby. She has an overall length of 35ft., beam of 10ft. 6in. and is built of larch on oak.

Main power unit is a Ford Mercator 80 diesel. Her gearbox is a Veeva Drive unit by Borg-Warner.

*Audrey-Loss* has hydraulic steering by

Wagner and the throttle in the wheelhouse can be operated from the stern by Morse controls.

A Seavoice RT/100 VHF is fitted on the

starboard side, and the fish finder is the Depper 131. She has a Sestrel compass. An electric American King bilge pump is mounted at the forward end of cable and, behind the wheelhouse, is a Whale Gusher hand bilge pump. The fuel tank has a capacity of 15 gallons.

## Winches

Mounted on the port side, aft of the wheelhouse, is a Hylema power block and her North Sea Winches pot hauler is positioned on the stern thwart.

*Audrey-Loss* works with a crew of three and will fish up to 100 crab pots during the summer. She will go trawling and work several fleets of cod nets supplied by Cusall and Bridport-Gundry in winter.



Tony Haggie with some of the eaten cod.

## SEAL RUINS COD CATCH

A 4FT. BIN. LONG seal is causing big losses to fishermen Tony Haggie at Walton-on-the-Neze.

"When I picked up my nets about a dozen cod had been eaten, except for the heads, and others had been torn to pieces and were unfit for human consumption. This has been going on for weeks," he said.

The seal, which lives in and around Walton Backwaters, only appears to be interested in stealing from Tony Haggie's nets. The nets are anchored between the Backwaters and Harwich and the seal can often be seen lying in wait on one of the many small islands there.

## Grab

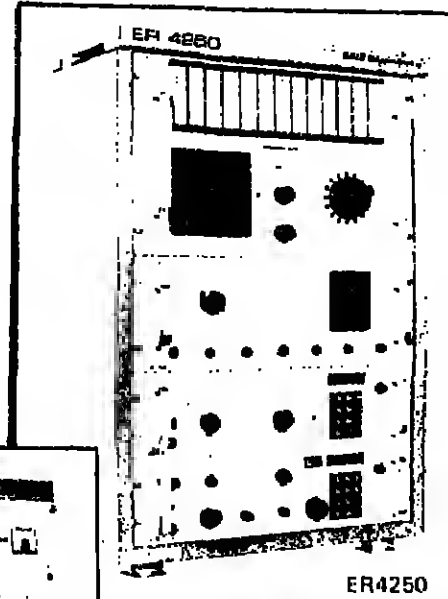
Tony's brothers were trawling in *Molly Loss* off Frinton recently when two seals grabbed fish as they were hauling in. Another fisherman has had a similar experience with the baby seal.

Tony Haggie's mother, Ranel, who runs a wet fish and pet shop, said: "They are very pretty animals. We kept one as a pet for three years. Tony is a great lover of animals and a conservationist; but something will have to be done to control the seals otherwise the price of fish and the livelihood of fishermen will be effected."

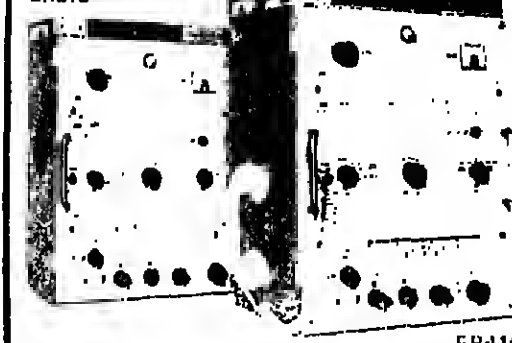
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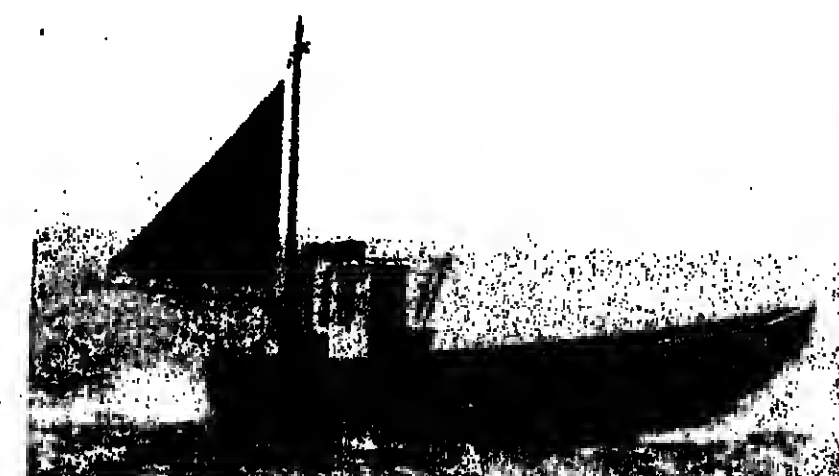
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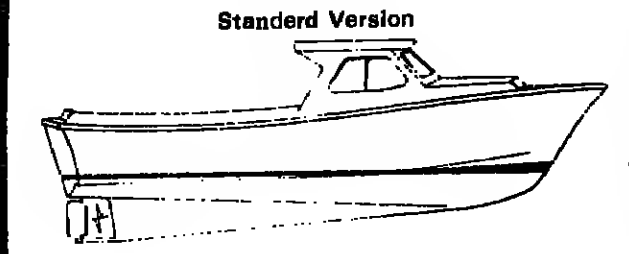


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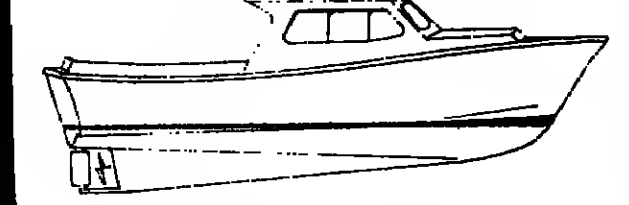
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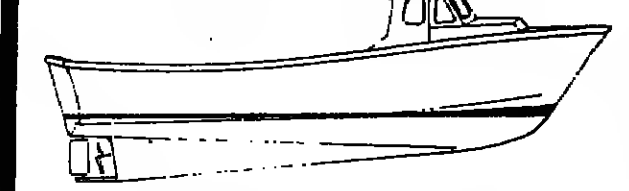
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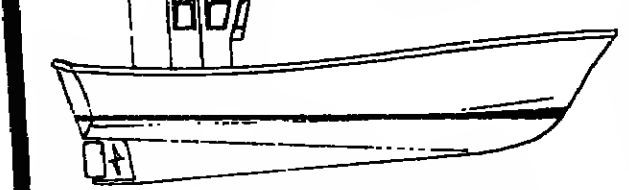
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## Training to fish inshore

"ARE there any courses available for would-be inshore fishermen? I don't mean courses in navigation etc. for Second Hand's and Skipper's tickets but courses which provide theoretical and practical instruction in working trawls, seine nets, gill and trammel nets, and longlines?"

During the 'bad weather' months — January and February — courses tailored to the needs of young inshore fishermen have been provided by the Hull Nautical College.

Instruction was given in one of them on the design and development of bottom and mid-water trawls, purse and bottom seine nets, drift and tangle nets, and techniques associated with each.

Instruction was also given on fishing gear design, net design and net shaping; elementary fisheries hydrography; fish behaviour; fishing vessel stability; practical use of fish finders; position fixing and fishing operations on a navigation and fishing simulator; use of Kingfisher charts; and fishing gear legislation.

These courses have been attended mainly by young fishermen from Bridlington and Scarborough but are available to inshore fishermen from any part of the country.

Particulars of forthcoming courses can be obtained from the Department of Fisheries Science, Hull Nautical College, George Street, Kingston-upon-Hull.

If you are interested in attending one, you can obtain information about training grants and lodging allowances from your local White Fish Authority Area Office.

The Department of Employment is able to give financial assistance and pay rail travel costs in certain cases. If you want to find out whether you qualify for such assistance, you can do so at your local Employment Exchange.

The Department of Maritime Studies and Fisheries at the Grimsby College of Technology has for many years provided courses for young fishermen which include instruction in gear technology.

It has recently started to provide a five-day course on the construction and use of static fishing gear. During this, instruction is given on the working of trammel and gill nets, fish and shellfish traps, and eel fyke nets.

You should therefore be able to attend courses either at Hull or Grimsby which will provide most of the instruction you require.

If you want to find out more about the latter, apply to: The Principal, Grimsby College of Technology, Nuns Corner, Grimsby, South Humberside.

## Clean and cut mesh

"CAN you tell me what the difference is between clean and cut mesh, and what the difference is in the way they are made?"

## John Burgess' Log



size is between inside, full and stretched meshes?"

■ Clean meshes are those along the edges of a piece of netting with knots which, when untied, leave an intact mesh or loop of twine.

■ Cut meshes are those along the edges of a piece of netting with knots that cannot be untied without breaking down the mesh.

Inside mesh means the measurement from the inside of one knot to the inside of the next diagonally opposite knot.

Full mesh means the distance between the centre of one knot and the centre of the next diagonally opposite knot. And stretched mesh means the longer measurement along the side of a sheet of netting when all meshes are closed.

## Cheap ice maker

REPLYING to a question recently from a reader who had to travel 120 miles to get supplies of ice and wanted to know how to keep it for as long as possible, I suggested that Frigobait equipment be the answer.

He mentioned the size of his boat in his letter and I assumed from it and from other information he gave that he only used comparatively small quantities of ice.

However, should you want to carry 1,000 lb. of ice or more, a more efficient and economical way of doing so would probably be to make it on board with one of the Seafarer machines which are now being imported from the USA by Cosalt Ltd.

There are five Seafarer sea water ice makers ranging in production capacity from 1,000 to 16,000 lb. a day.

They are all self-contained machines but each requires its own generating set, centrifugal pump capable of delivering 65 gallons of raw water per minute, and a seawater strainer.

One of the major merits of the machines is that, by plugging into electric and fresh water mains, ice can be made before you leave harbour.

The process can then be continued, after leaving harbour, as soon as you reach a position where the water is clean enough to make sea water ice.

## ANY QUESTIONS?

IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try to answer them. If they are sent with a stamped addressed envelope for reply.

fishing limit lines; radio telephone services and procedure; areas covered by Fishery Officers; and about assistance obtainable from Government Departments and Fisheries Laboratories are answered in the Almanack.

A copy of it will be as essential a part of the equipment of a vessel fishing anywhere around the coast of the British Isles in 1978 as it has been for over a century.

It is obtainable from chandlers and nautical booksellers or direct from the printers and publishers: E.T.W. Dennis and Sons Ltd., Printing House Square, Scarborough, Yorkshire — price £5.25 or £5.65 if posted.

## Red lead or bitumen

"I HAVE an 18ft. fishing coble, built of larch, which is in reasonably good condition. It is coated with red lead below the waterline and the bilges inside are dressed with raw linseed oil.

"I have been wondering whether a bituminous composition would preserve the bottom planking longer than red lead. What do you think?"

■ If you don't apply anti-fouling or a finishing coat over the red lead, a good bituminous composition would probably prove more satisfactory.

A snag about such compositions though, is that they sink into the wood and you cannot burn them off as you can red lead should you want to apply another type of composition at a later date.

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This is a 37-footer taking shape for John Wilkinson's former home port — Aberporth. She is for fishing and diving.

# Welsh yard goes for standard hulls

A BOATYARD set-up at Flagguard, Wales, to build steel hulls is to specialise in standard craft 35 and 39 ft. long.

Flagguard Marine Engineering Co. is run by two highly experienced steel boat-builders, John Wilkinson and Brian Nicholas.

John Wilkinson earned a reputation for himself some five years ago when he built steel fishing boats up to 34 ft. and dories at Aberporth, Wales, after a five-year spell as a fisherman. His partner has also had long experience in building steel boats both at home and abroad.

## Forces

The men decided to join forces after working together in a Welsh boatyard and they have taken a 25-year lease on a Welsh Development Agency factory.

The yard has appointed Transatlantic Fishing Systems of Penryn, Cornwall, and Brighton Salvage and Marine of Brighton, to act as agents for the hulls which have the following dimensions: 35 ft. x 12 ft. x 4 ft. and 39 ft. x 13 ft. 3 in. x 5 ft.

The 35-footer will cost £3,500 for all the steelwork, including standard size fuel tanks. The 39-footer is priced at £4,500.

John Wilkinson told Fishing News that he will be building the hulls to WFA rule book specifications which include frames at 18 in. centres and extra thickness bottoms.

John Wilkinson, who is also a welding teacher at a local college of further education, says the yard will build other sizes to special order and may even revive the 17 ft. all-steel dory which he made popular.

A number of hulls are already under construction, including a 35-footer for Irishman Harry Slieth. This boat is expected to start operations from Fishguard and be equipped with Transatlantic's longline system using around 2,000 hooks.

She will double as a sea angler, and John Wilkinson's son, Phillip, expects to sail as crew.

Nearing completion is a 23 ft. 9 in. x 9 ft. 2 in. x 2 ft. 9 in. hull. This craft, which will have a forward wheelhouse, is to be sold on completion.

A Port Talbot owner has a 33-footer building. Designed at the yard, she is 33 ft. x 12 ft. x 4 ft. and will again be supplied part-complete.

superstructure. The hull has been built with a 1 in. flat bar keel and 1 in. plate; 2 1/2 in. x 1 in. frames are at 3 ft. centres. Other boats due from the yard include a 37 ft. lining / angling / diving boat for Dave Moore of Aberporth, Cardigan; John Wilkinson's 55 ft. trawler/yacht; and Brian Nicholas's 33 ft. trawler/yacht.

She is costing £4,800 with engine beds, stern tube and trawler/yacht.

Moving up the size scale is this 55-footer John Wilkinson is building for his own use. She is a trawler / yacht-type vessel.

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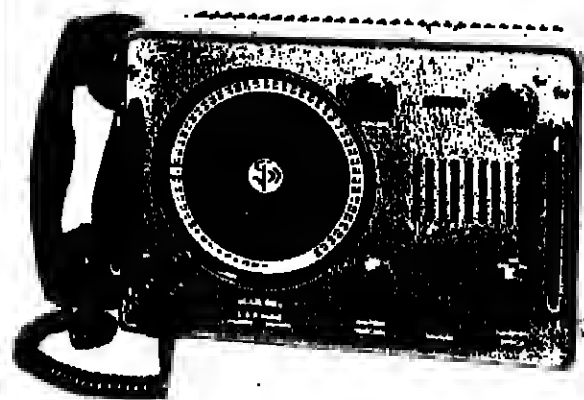
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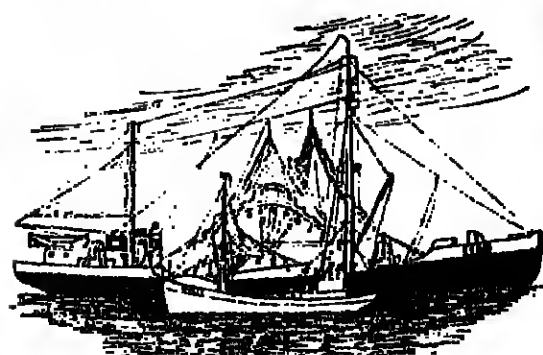
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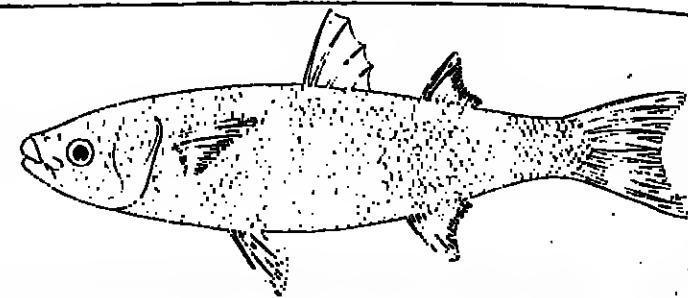
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Mr. Wiggins blames the shortage, which was first noticed earlier this year, on heavy fishing over the past few years.

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Around Britain and north-west Europe, the most common species is the thick-lipped mullet (*Mugil chelo*).

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Like bass, the mullet are fairly slow growing in our waters, a 23 in. fish (58 cm) usually being about nine years of age.

One of the problems is that immature young fish are common in shallow waters during the warmer months and are easily caught on gill nets.

Essex fishermen believe that a size minimum, which would limit the landing size of mullets, would be method of building up local stocks.



## BUNKER BARGE BACK

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The fishermen say that time and tide will not wait for the council.

Wilf Adams, honorary secretary of the Fishermen's Institute and Society, said his members were shocked to hear that not only was the repair scheme to stay in the pipeline "for the time being" but that there were some councillors who still did not seem to have realised the power of the sea and the urgent need to keep the town's sea defences in repair.

"When the sea does come through," he added, "money has to be spent immediately to stop the necessary repairs being damaged by the break up of the harbour arm which is irreparable."

## Re-register

THE Lowestoft trawler *James Grant* has been re-registered as *James Grant* (NN 31) from *James Grant* (NN 31) again being re-registered as *James Grant* (NN 31) from *James Grant* (NN 31).

# fish handling PROCESSING AND MARKETING

## Fast prawns

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Joint Trawlers International bought the prawns and it was vital to have them off the ship with the shortest possible delay as her time tied up alongside the quay had to be paid for.

The 1,200 pellets were stored at -28 deg. C in record time through fast planning by the cold storage firm Frigoscandia, Currie Line, and the hard-working stevedores.



# NO 'SURVIVAL QUOTA' ON HERRING

## Factory jobs threat

processors by Douglas Henderson, MP for East Aberdeenshire. Mr. Henderson said that, on July 26, the Minister of State for Agriculture had given an assurance that the matter was being considered "urgently."

According to a written answer to Hemmah Watt, MP for Banffshire, the question of assistance to fish processors was still being considered

"urgently" on November 16.

"If the degree of urgency being shown by the Government on this occasion is commensurate with that which the Minister of State assured us was being shown on July 26, many of our processors and many of the jobs in the industry will be at severe risk over the next few months," Mr. Henderson commented.

Mr. Henderson also

said that fishermen had gladly supported the Government in measures to protect herring stocks. They now wanted to know what effects those conservation measures were having on herring stocks? "When will the Government tell them when they will be able to return to their traditional fishing grounds?" he asked.

Specifically, Mr. Henderson wanted to

know when it would be possible for fishermen to gain over limited access in the Minch under a "survival quota".

Under-Secretary of State for Scotland, Hugh Brown, said that he could not offer the prospect of a limited quota for herring in the near future. There was still "sound scientific evidence" for maintaining the ban.

Jobs lost at Clabon — see page 23.

# Lords in a 'stink' over factory ships

ROSS AND Cromarty Council in Scotland is to lay an order before Parliament to control alleged pollution by factory ships in Loch Broom, north-west Scotland.

This emerged in the House of Lords last week when the Earl of Cromartie described the small from factory ships as "absolutely appalling".

He had asked the Government to take steps to limit the number of factory ships permitted off the west coast of Scotland; to regulate their use to protect employment in west coast ports; to conserve

meckel stocks, and to reduce coastal pollution.

Lord Kirkhill, the Minister of State for Scotland, said the Government did not plan to limit the number of ships which provided a valuable export market.

The fishery was regulated in the interest of conservation by statutory licensing, limiting the quantity of fish a boat could land or trawship. Without the factory ships,

large quantities of meckel would have been reduced to meal or oil at a much lower price.

Lord Kirkhill added: "In the light of the experience of this year's fishery, my officials are considering with Ross and Cromarty District Council the possible introduction of further controls to prevent pollution."

The Earl of Cromartie said that this year there had been

25 factory ships in Loch Broom, compared with six in 1977. They caused a great deal of coastal pollution.

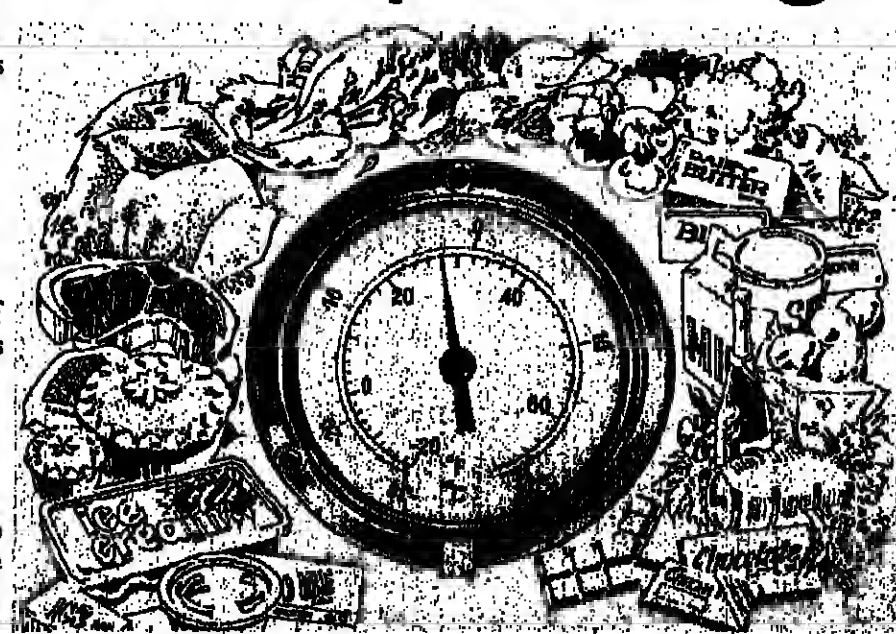
Lord Kirkhill then said that the Ross and Cromarty Council intended to promote the order, and pollution was one of the reasons for it. He added later that it should go through Parliament in time for the beginning of the next meckel season, next August.

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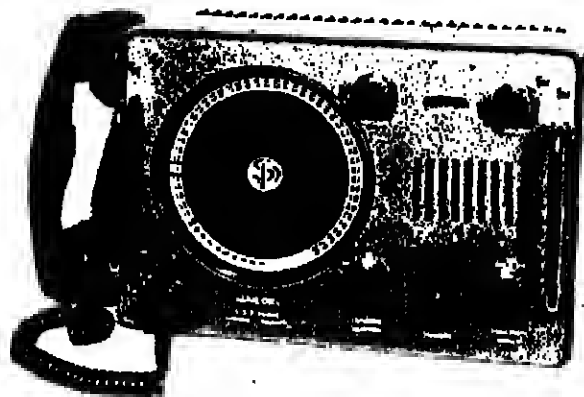


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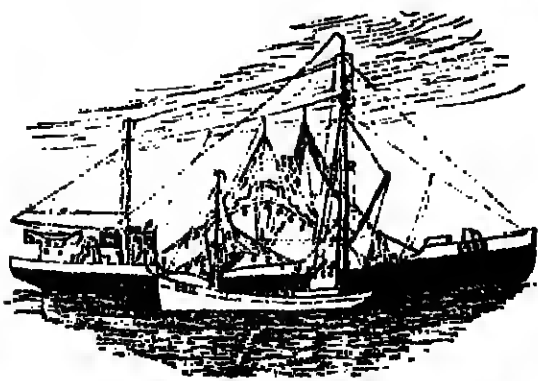
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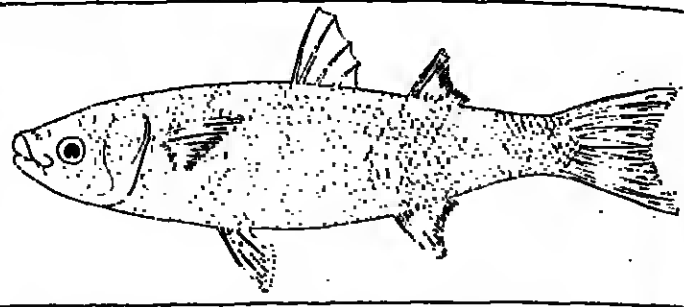
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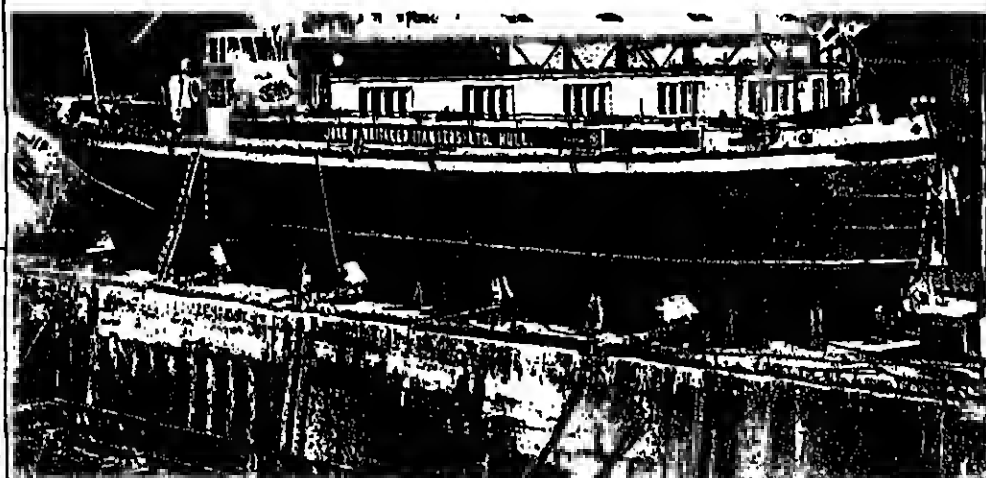
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# fish handling PROCESSING AND MARKETING

Fishing  
News  
Supplement  
No. 12 Dec. 22/29

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A 720-TON shipload of frozen prawns has been unloaded from a Russian vessel at Grangemouth and stored at Glasgow in 31 days. And the operation could have been carried out even faster if there had been more time for planning.

John Trewlers International bought the prawns and it was vital to have them off the ship with the shortest possible delay so her time tied up alongside the quay had to be paid for.

The 1,200 pellets were stored at -28 deg. C in record time through fast planning by the cold storage firm Frigocondria, Currie Ltd., and the hard-working stevedores.



# NO 'SURVIVAL QUOTA' ON HERRING

## Factory jobs threat

THE GOVERNMENT handing out cash aid to trawler owners has encouraged fish processors to make renewed pleas for help. In the House of Commons last month, the Government was accused of being too slow in coming to the aid of processors by Douglas Henderson, MP for East Aberdeenshire. Mr. Henderson said that, on July 26, the Minister of State for Agriculture had given an assurance that the matter was being considered "urgently."

According to a written answer to Hamish Watt, MP for Banffshire, the question of assistance to fish processors was still being considered

"urgently" on November 18. "If the degree of urgency being shown by the Government on this occasion is commensurate with that which the Minister of State assured us was being shown on July 26, many of our processors and many of the jobs in the industry will be at a severe risk over the next few months," Mr. Henderson commented.

Mr. Henderson also said that fishermen had gladly supported the Government in measures to protect herring stocks. They now wanted to know what effects these conservation measures were having on herring stocks? "When will the Government tell them when they will be able to return to their traditional fishing grounds?" he asked.

Specifically, Mr. Henderson wanted to know when it would be possible for fishermen to gain even limited access to the Minch under a "survival quota". Under Secretary of State for Scotland, Hugh Brown, said that he could not offer the prospect of a limited quota for herring in the near future. There was still "sound scientific evidence" for maintaining the ban. ● Jobs lost at Clahen — see page 23.

# Lords in a 'stink' over factory ships

ROSS AND Cromarty Council in Scotland is to lay an order before Parliament to control alleged pollution by factory ships in Loch Broom, north-west Scotland.

This emerged in the House of Lords last week when the Earl of Cromartie described the small from factory ships as "absolutely appalling".

He had asked the Government to take steps to limit the number of factory ships permitted off the west coast of Scotland; to regulate their use to protect employment in west coast ports; to conserve

mackerel stocks, and to reduce coastal pollution.

Lord Kirkhill, the Minister of State for Scotland, said the Government did not plan to limit the number of ships which provided a valuable export market.

The fishery was regulated in the interest of conservation by statutory licensing. Limiting the quantity of fish a boat could land or tranship. Without the factory ships,

large quantities of mackerel would have been reduced to meal or oil at a much lower price.

Lord Kirkhill added: "In the light of the experience of this year's fishery, my officials are considering with Ross and Cromarty District Council the possible introduction of further controls to prevent pollution."

The Earl of Cromartie said that this year there had been 25 factory ships in Loch Broom, compared with six in 1977. They caused a great deal of coastal pollution.

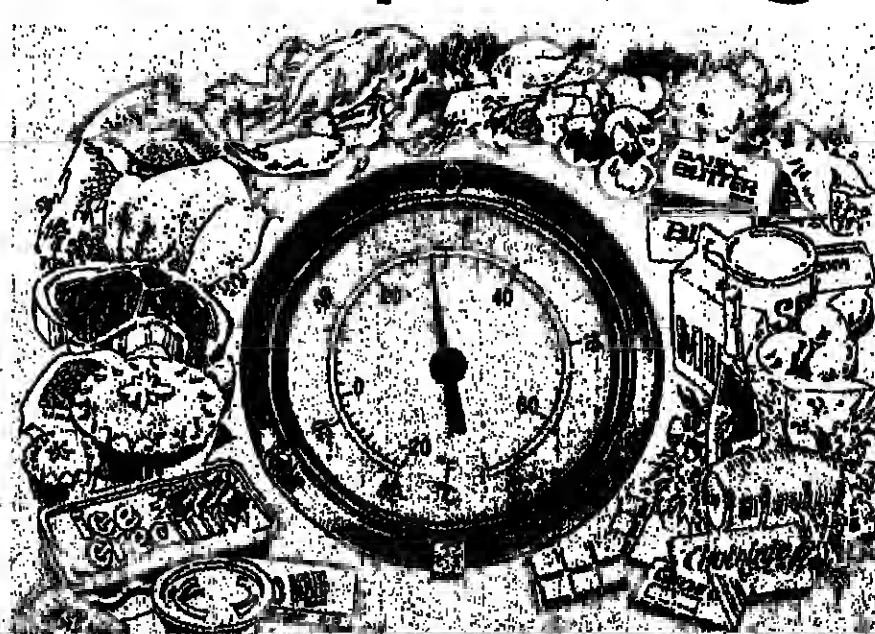
Lord Kirkhill then said that the Ross and Cromarty Council intended to promote the order, and pollution was one of the reasons for it. He added later that it should go through Parliament in time for the beginning of the next mackerel season, next August.

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## Torry's course on fish handling

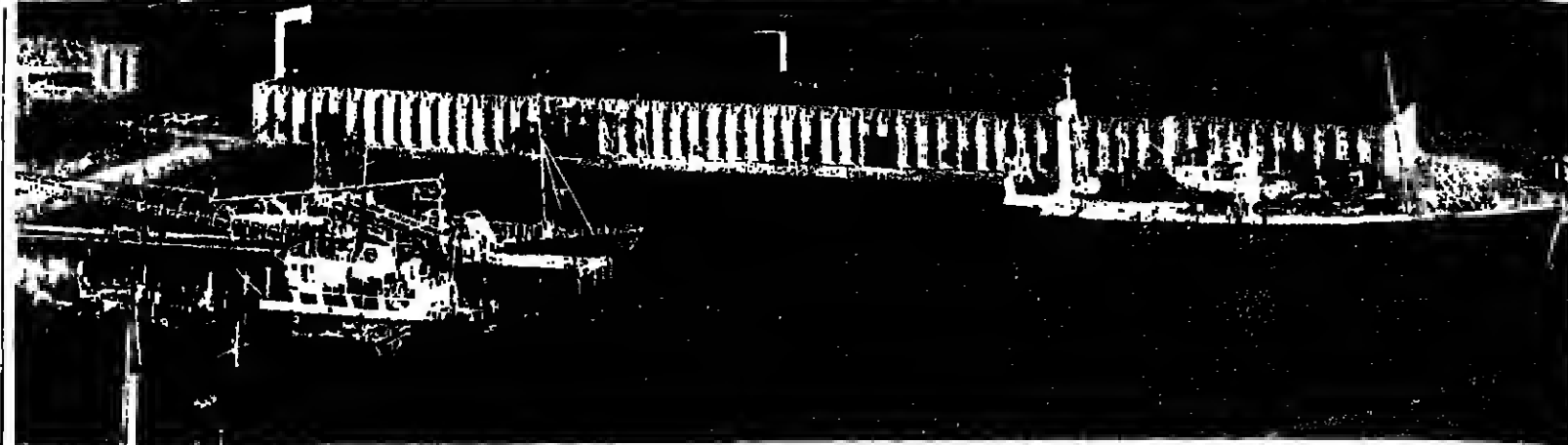
A FISH HANDLING course is being organised by the Torry Research Station at Aberdeen from March 19-24 next year. The course is designed for executives, managers and supervisors in the industry.

All aspects of fish handling, processing and preservation are covered.

The content includes: spoilage, hygiene, chilling, freezing, cold storage, packaging, quality assessment, transport and distribution, thawing, smoking, canning, product development, shellfish processing, fish processing machinery and by-products.

The fee for the course is £108 (inc. VAT). This includes lunches, light refreshments, various publications and course notes. It is non-residential, but assistance can be given, if required, in booking accommodation in Aberdeen.

Further particulars, syllabus and application forms can be obtained from: the Director, Ministry of Agriculture, Fisheries and Food, Torry Research Station, PO Box 31, 135 Abbey Road, Aberdeen AB9 8DG.



## Good potential for Irish raft mussels

YOUGHAL, County Cork, could become a £600,000 a year shellfish farming centre according to the Irish Department of Fisheries. At current market prices of £400-a-ton, against £40-a-ton for dredged mussels, there is big potential for development.

A survey has shown that about 79 acres of sea in the harbour are suitable for mussel raft farming, a

method which produces 20 tons of fish per acre every year — a total of 1,580 tons. Youghal has declined as a fishing centre, but as a public meeting in the town on the possible development of the harbour for shellfish farming, Department of Fisheries biologist, Michael Crowley, said: "There is wonderful potential here."

He pointed out that mussels farmed by the raft method grew faster and more abundantly than those dredged from the sea bottom. The difference in market value was enormous.

Bird, Iaschnig Mhara biologist, Terry Lee, said that the raft method was labour-intensive and would be competing with the multi-million pound Spanish industry.

The successful farming of oysters depended upon having deep water, a well-protected site and a good flow.

Capital investment to start a farm was much higher than for mussel farming. Yet, taking this into account, it was possible to have a return of

£14,000 a year after two years, for an investment of £4,000 a year over ten years, if the Pacific oyster, a very fast grower, was to be farmed. If the native, or European

oyster was used, returns were much slower as the oyster takes four to five years to grow to marketable size. On the other hand, it was considered the better oyster.

## FISH SHOPS MUST SHOW UNIT PRICES

CONSUMERS will be given the chance to make direct comparisons between fish and poultry. The Government's programme on unit pricing will now be extended to fish and poultry, Robert MacLennan, Parliamentary Under-Secretary of State for Prices and Consumer Protection, announced in the Commons last week.

"I am circulating today (December 13), proposals to require the price per lb to be indicated for all poultry and to extend unit pricing to all fresh fish and to random weight packs of fish. Comments have been requested by January 19 and I expect to lay the necessary orders shortly afterwards," said Mr. MacLennan.

Fish not pre-packed will be required to be marked with the unit price per lb — except fish normally sold by the lb. Random weights of pre-packed fish will be required to be marked with selling price and unit price.

Many fishermen have already been carrying unit prices, because of the high

price of fish, Mr. D. A. Bradfield, president of the National Federation of Fishmongers, told *Fishing News*. "What will be needed is a little commonsense on both sides, because there are areas where an over-enthusiastic inspector will be able to make life difficult for everybody," he added.

## Billingsgate

FISHERMEN selling to, and fishmongers buying from, Billingsgate will be well advised next year to keep a close eye on their pins, cones, seaweed or even barometer. For they must beware when the indications are for rain. Rain will definitely stop play in the future.

This is not that the market is in danger of flooding or any such natural catastrophe. No — the port's union branch is in dispute with the employers. Offers and counter-offers have been made and rejected, a dispute declared. Sanctions were to be applied from Tuesday, December 19 — the start of the season of goodwill to all men — but were put off to the New Year to allow a cooling off period.

Sanction one. No working when it's raining. Perhaps it would have been better from the union's point of view if they had started their action a fortnight earlier, because every morning this month seems to have been wet and windy. There are other ways in which the porters intend to make their displeasure felt, too. They will be forbidden by their committee to touch a trolley before 6.30 a.m., which presumably means that there will be few samples on display when market trading starts. In any case, samples are to be limited to "two of each" (consignment?).

Entering and removing fish from the mezzanine and basement cold store will effectively cease as there is a prohibition on using the lifts. And to make sure that all these lifts, the sales staff are forbidden to carry fish in or out of the market. Finally, porters will not undertake the icing up of unladen fish to preserve it for the next day's sale.

These decisions give rise to a whole series of questions, that one is almost too frightened to ask in case one touches a raw nerve and precipitates, and that's a good word, even more extreme reaction. But how are we to measure rain? Will the union secretary stand with his hand outstretched from the dubious shelter of the market — whose roof leaks anyway — and decide when porters stop and start? What if the rain starts as a porter has almost arrived at the carrier's vehicle at the east end of Tower Hill? Does he stop the back to the market only to have the same long walk ten minutes later, when the shower is over?

Timing a pluvial stoppage will be extremely difficult with porters spread from London Bridge, through the Law, to the Customs House and up to the top of Tower Hill.

Perhaps the chairman of the branch will equip himself with a Very pistol — red over white — black clouds in the west: white over red — precipitation in sight; three red — down barrows, up umbrellas; two greens — all clear, hostile conditions passed, full umbrellas!

## Boom port's fish centre

### - THREE NEW FACTORIES FOR PETERHEAD FIRMS

THREE Peterhead fish processors are almost ready to move into new premises which have been built in a special fish processing area close to the booming harbour.

Another firm has just booked a site on which building work will start shortly, while there is still one site waiting to be let.

A number of small processors have set-up business in the town as Peterhead has developed into a major white fish port. So the harbour board decided to make half-an-acre of land at Keith Inch, near the fish market, available to new or existing processing firms which wanted to invest in modern premises and equipment.

#### Architect

The three processing firms joined together to employ the one architect and building contractor as their premises are adjacent to one another.

The largest of the three processors is C. Anderson, which has recently received an order to supply a big French

wholesaler with up to 20 tons of frozen and smoked white fish fillets a week.

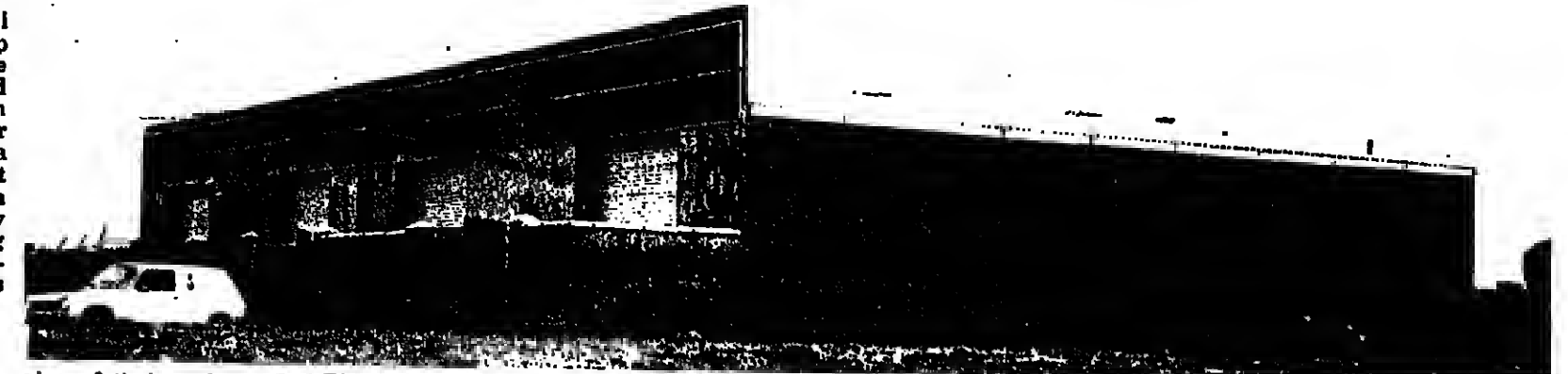
The firm's new factory, which has a floor space measuring some 80 ft. by 30 ft., is equipped with 100 blast freezer, chillroom and low temperature store, all fitted by refrigeration engineers Sperry's of Aberdeen Ltd.

An Afos smoking kiln will be installed soon, and other equipment is to include a Fladco skinning machine, Berkal scales and a P. P. Palma automatic stropping machine.

#### Increase

The firm was set-up five years ago. Owned by Christopher Anderson and managed by Ian Statton, it has booked such an increase in business that it could no longer cope in its existing fish houses in James St. and Wilson St.

The firm has sent top-quality fresh and smoked white fish fillets to a number of English wholesalers, which have steadily increased the



size of their orders. This work will continue and the firm may take on more staff in the New Year.

The firm's annual turnover has increased from £100,000 to about £1m. and, today, it employs a staff of 17. Anderson will be keeping on the existing premises at Wilson St. and James St.

The other two new factories at Keith Inch are smaller than the Anderson plant and will be occupied by the firms of John Milne and Alac Buchan.

#### Transfer

John Milne, a former fishsalesman who moved into processing around five years ago, will be transferring his business to the new site. He employs a staff of seven and supplies fresh fillets to a Glasgow wholesaler.

Alac Buchan is a former fisherman who set up his own small processing business earlier this year.

The next building at Keith Inch will be occupied by another former fisherman who has also decided to come ashore and start processing.

All these firms buy top-quality white fish from the large number of seine netters and trawlers which land at Peterhead and their new premises will satisfy all current hygiene requirements for fish processing factories.

## fishing news

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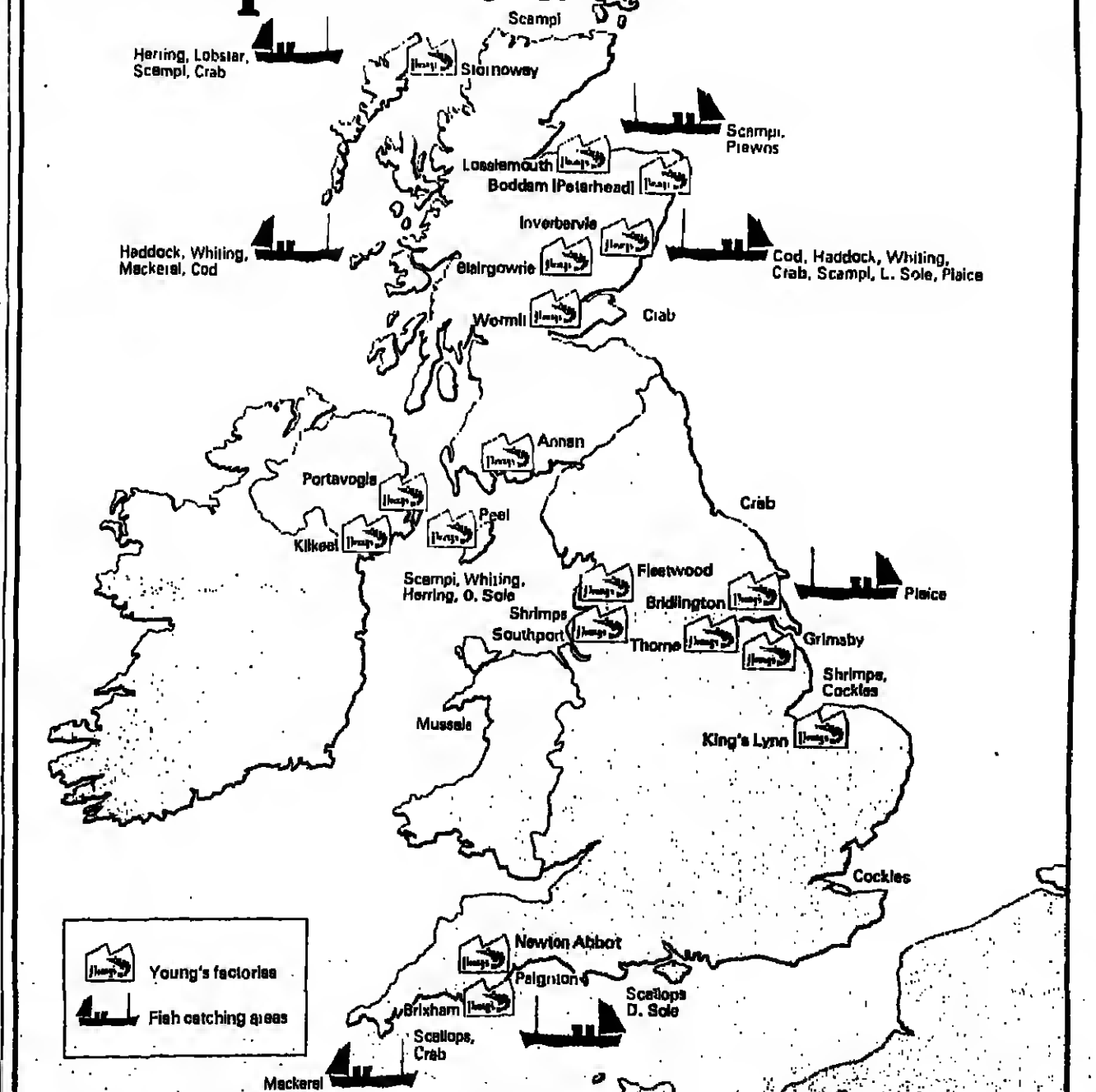
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Left: a typical Spanish-type oyster raft. Merchants who went on the WFA export mission to Spain last year saw oysters being cultivated.

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## FISH HANDLING, processing and marketing

# MAKING SHELLFISH A 'SAFE' PRODUCT

THE PROBLEM of sewage contamination of shellfish is well known. This is associated with molluscan shellfish, such as oysters, mussels and cockles, which are generally eaten raw or only lightly cooked.

The three species of shellfish mentioned are at particular risk because they are filter feeders, taking their food material — the small planktonic larvae — by a filtering process and in so doing they concentrate all forms of suspended particles, including sewage bacteria, into their gut systems. This can result in the shellfish being unsuitable for human consumption and can cause marketing difficulties or, under certain conditions a complete ban on sale.

In these circumstances, if the shellfish are to be exploited, the producer, or in some circumstances the local authority, is required to treat the shellfish by a process which will make them suitable for human consumption.

Although some shellfish such as oysters, cockles, mussels and clams, live in estuarine areas where pollution is often due to sewage effluents, the normal methods of commercial practice — especially boiling and preserving — lead to a satisfactory, safe product. However, most of the problems faced by the Public Health Authorities are concerned with fresh, uncooked shellfish and few difficulties arise from shellfish which are cooked or preserved in brine or vinegar.

The Public Health (Shellfish) Regulations (1934) allow a local authority to permit the sale of shellfish from polluted areas after they have been subjected to one of the three following basic forms of treatment:

1. Sterilisation by heat (i.e. cooking).

**This article looks at the methods being employed to reduce contamination in shellfish**

2. Pralaying in clean seawater.

3. Purification in an approved cleansing plant.

These methods are briefly described below:

**STERILISATION OF COCKLES AND MUSSELS**

Tests have shown that immersion in boiling water for at least one-and-a-half minutes cooking time is sufficient to destroy any coliform bacteria and to sterilise shellfish for commercial sale. A large proportion of the cockles and mussels landed in this country is eaten after some form of cooking.

Regulations laid down by the Public Health Authorities state that sterilisation by cooking should be carried out by steam under pressure for at least six minutes in an apparatus approved by the local authority.

Sterilisation is also effected by continued immersion of shellfish in boiling water for at least two minutes and certain Health Authorities approve the use of open cooking pots, containing boiling water, in which shellfish such as cockles and mussels are immersed. Both these methods produce shellfish meats, which on leaving the cooker, are of a high sanitary quality.

**RELAYING SHELLFISH**

This process has long been known, and is often part of normal shellfish cultivation processes. Molluscs such as oysters, mussels and clams taken from polluted areas, when relaid in an area of seawater not subject to pollution by sewage, throw out pathogenic bacteria from their gills and become "clean".

Although shellfish treated in this way may become purified in only a few days it is normal for shellfish to be relaid for at least two weeks to ensure that any shellfish damaged during catching and relaying, have time to respond.

As part of good husbandry fishermen engaged in relaying seed molluscs should try, whenever possible, to ensure that the final area for relaying is free of sewage pollution and is one which produce a product acceptable for human consumption.

This method, although it has some economic advantages, has problems as more and more of our estuaries are subjected to discharges which contain sewage effluents and

General layout of high density oyster purification system as described in Leaflet 43 from the MAFF Fisheries Laboratory at Lowestoft.

areas of clean seawater become scarce.

**PURIFICATION IN APPROVED CLEANSING PLANTS**

Just as shellfish relaid in clean seawater throw out pathogenic bacteria so do shellfish held in tanks of clean seawater. This system of purification is well established in the United Kingdom following the work of Dr. Dodgson at Conway, North Wales, during the 1920s.

After repeated experiments Dodgson showed that during normal functioning in clean seawater, mussels throw out their polluting bacteria within 48 hours, and these polluting bacteria were found in the mucus threads of the mussel faeces, which prevented re-pollution of the tank water.

His experiments resulted in the first shellfish purification plant being built at Conway in 1918 to cleanse mussels taken from the local beds. Today the Conway Purification plant still purifies mussels using a system which involves the chlorination of the seawater to help sterilise the mussels.

While the Conway-type system is ideal for bulk purification of shellfish such as mussels, it is too costly for smaller plants, such as those used to cleanse oysters.

Following development trials at the Fisheries Laboratory, Burnham-on-Crouch, in the 1930s a system which uses ultra-violet light was developed, for sterilising the seawater used to purify molluscan shellfish. This system, used up to the present day, has been found to be effective, cheap, simple to handle and non-toxic to shellfish.

Many privately-owned

## FISH HANDLING

commercial shellfish purification plants now use the ultra-violet light method to cleanse oysters and mussels.

In recent years the use of ultra-violet light to sterilise seawater in shellfish purification systems has increased. All the U/V systems operated in this country are based on the principle of holding shellfish in the circulated seawater for a period of at least 36 hours, during which time, the tank water is subjected to a period of U/V irradiation. This method is now accepted by most Public Health Authorities as the most effective way of producing uncontaminated shellfish, particularly oysters for the market which demands uncooked shellfish.

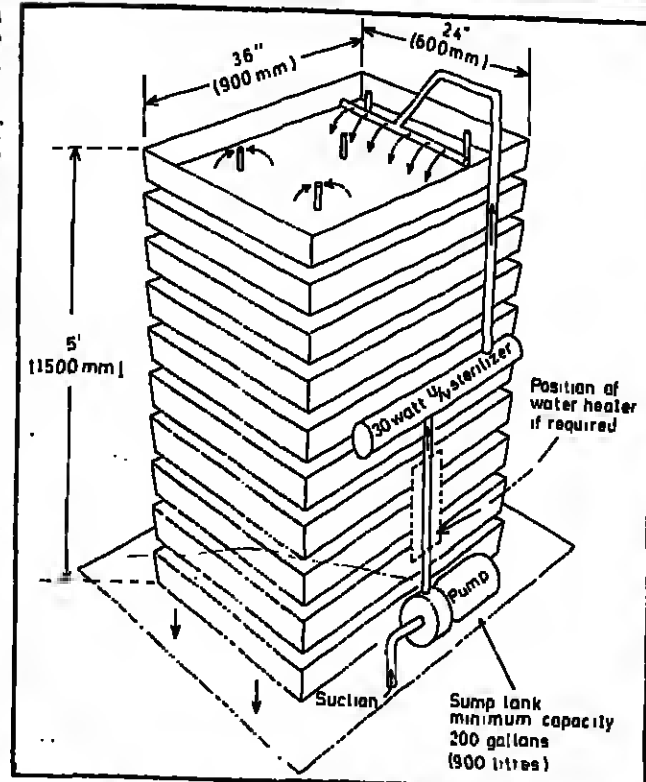
To aid in the full adoption of the ultra-violet purification system, the Ministry of Agriculture, Fisheries and Food has just published Leaflet No. 43 entitled: *Shellfish purification — a leaflet using ultra-violet light.*

**LEAFLET ON SHELLFISH CLEANSING**

This illustrated leaflet, produced by Peter Ayres of the MAFF Shellfish Laboratory at Burnham-on-Crouch, Essex, describes some of the important criteria which must be applied to the successful purification of molluscan shellfish such as oysters, mussels and clams.

This leaflet is recommended to new operators who wish to construct their own cleansing plant and who have little knowledge on the subject. Details are given of various designs of purification tanks and the contents include details of plumbing, installing the U/V units and operating the purification system.

Since few components used in the systems described are specifically designed for the purpose, the emphasis throughout the leaflet is on



providing information which will enable interested parties to construct and operate a plant successfully. The Leaflet is obtainable free of charge from MAFF at the Fisheries Laboratory, Burnham-on-Crouch or at the Fisheries Laboratory, Lowestoft.

**CONTAMINATION REDUCED**

Although the problems of sewage contamination of shellfish still exist, the traditional diseases — such as typhoid and para-typhoid — which were once spread by eating polluted shellfish are no longer common. The reason for this can be attributed to the high standards of control imposed by coastal Public Health Authorities and by the improvement in methods available for cleansing molluscan shellfish.

Since authorities were granted special powers to control the taking of shellfish, now consolidated in the

Large scale oyster purification plant based on the ultra-violet method of cleansing.

Public Health (Shellfish) Regulations of 1934 and 1948, there has been a marked decline of infectious diseases associated with the consumption of shellfish.

In controlling molluscan shellfish, the local authority can prohibit the taking of certain shellfish from a defined area — or permit the sale provided that the oysters, mussels or clams have been cleansed by an approved method. These regulations have worked well, and have permitted controlled exportation of shellfish from polluted areas thus reducing the risk of infection to the public.

Today, especially with purification techniques such as the ultra-violet system which sterilise shellfish, there are few areas yielding polluted shellfish which cannot be made safe for human consumption.

# Factory ship for the United States

FOLLOWING A chaotic attempt to operate a factory ship in the 1980s the United States is to try again.

A contract has been signed by Marine Construction & Design Co. (MARCO) with owners Carl Parovich and Kenneth R. Peterson, both of Seattle, and Pan-Alaska Fisheries, Inc., for construction of a 160ft by 40ft, vessel costing nearly \$4m. Named *American No. 1*, delivery is scheduled for July, 1979.

It will be the largest privately-financed, American-built vessel designed specifically as a trawler for operations in the developing Pacific bottom fishery. The vessel will have two refrigerated holds of 25,500 cu. ft. capacity. A large reduced space on the main deck forward of the upper hold can be utilised for freezing and gutting, filleting, or processing crew.

An extensive refrigeration system for chilling or freezing and storing the products will be fitted. Also included is a fish hold of 3,100 cu. ft. There is a full-length upper deck and partial fore-deck. Two-thirds of the upper-deck

is for fishing operations, and the forward third includes the galley and quarters for a crew of 23, consisting of fishermen and processors. Above the fore-deck is a two-tier house, with pilot house above and captain's and engineers' quarters and ship's office below.

Main propulsion consists of two Caterpillar D398s with a combined 2250 HP, driving through a Lufkin two-speed reduction and reverse gear to a single shaft and 9ft. diameter propeller. The vessel is equipped with a MARCO 200 HP bow thruster, and a stabilising tank.

In the stern of the vessel there are trawl gantry, net reels, and stern ramp. The net will be handled on the upper deck, discharging fish by gravity below.

*American No. 1* will have the first installation in North America of a Rapp "Auto-trawl" automatic trawling system. The system's deck machinery consists of two 320-HP main trawl winches, a cod end lift winch, gillnet winches, net reels, and a net hauler winch.

The electronically controlled electro-hydraulic sen-

sing equipment enables complete automatic control of the net from a console in the pilot house. This allows pre-set automatic pay-out and haul-in, and automatic control of warp tension.

The vessel will have the most extensive complement of electronic fish-finding and navigation equipment of any American trawler, representing an investment of over \$250,000. This system will include the first installation in the United States of a Simrad "Situation Display", which is a computerised system that integrates and portrays information from several sonars concerning position and movement of schools of fish, vessel, and net, which aids in intercepting the fish.

Since the ill-fated attempt at big-boat trawling / processing some years ago by the *Seafreeze Pacific* and *Seafreeze Atlantic* under a government subsidy programme, there has been little encouragement to develop a major factory trawler for American waters. The owners of *American No. 1* are confident now that their vessel will lead the way in opening up the Alaska bottom fish industry.

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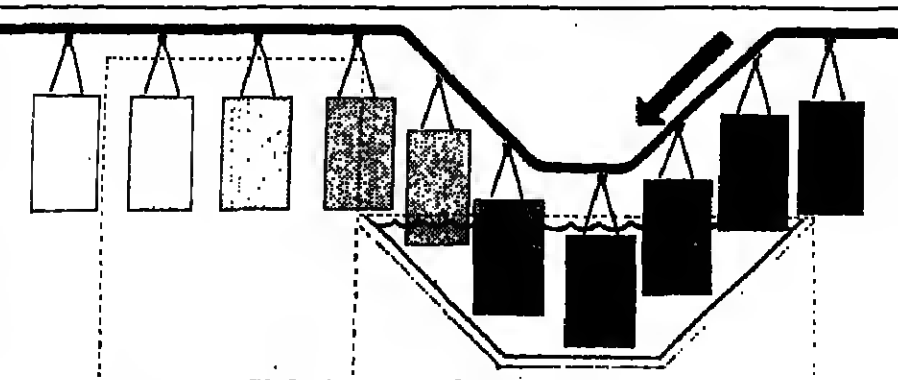
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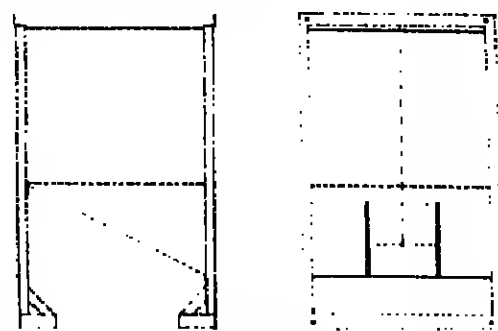
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## FISH HANDLING, processing and marketing

DURING THE past few years mackerel has become the only very large resource of previously under-utilised fish available to the UK fleet. In 1977 it represented about 19 per cent by weight of the total fish landed by British vessels in the UK and so became the major species.

In fact, landings doubled from about 87,000 tonnes in 1976 to over 186,500 tonnes in 1977.

Unfortunately the increased landings of mackerel have not been matched by a corresponding growth in the home market, so the species is still seriously under-utilised in terms of human consumption.

The rise in landings has meant that, during the past two or three years, considerable quantities have either been reduced to fish meal or exported.

In 1977 nearly 54,500 tonnes — 30 per cent of the catch — was exported and half of this was fresh and went mainly to France. Similarly, in 1977, nearly 64,500 tonnes (34.5 per cent) were reduced to fish meal.

To determine why sales of mackerel for human consumption have not reached expected levels in the home market, the White Fish Authority has carried out annual surveys of housewives' attitudes towards the species since 1976.

The main findings, backed up by more in-depth research, have indicated that mackerel is a well-known fish, but not universally popular. In spite of its advanced price when compared to other fish species, housewives have mostly ignored it.

In the years 1976-1977, the number of housewives who bought fresh fish and mackerel almost doubled (from 9 per cent to 17 per cent), but remained fairly constant between 1977 and 1978.

A significant number of housewives in 1976 found mackerel difficult to obtain and, when it was on display, fishmongers did not appear to be promoting it with any enthusiasm. (There was, of course, always the exception to the rule and there were mongers known to WFA staff who, by aggressive marketing, were 100 stones of mackerel per week.)

By 1978 most fishmongers were said to stock mackerel, but were still not actively engaged in "selling" it. Smoked mackerel has definitely increased in popularity since 1976, but canned mackerel buyers have been reduced by half.

In 1977, as part of the ongoing research programme, investigations were carried out to determine fishmongers' attitudes to mackerel and whether their opinions were similar to those of their customers. Again it was confirmed that mackerel was considered to be an unpopular species and that customers preferred other types of fish. Consequently not all the fishmongers interviewed offered mackerel for sale in any quantity or stock it all the year round.

Large-scale advertising and suitable recipes were suggested as the main ways in which more people would be encouraged to try the species.

As a result of this research, the WFA's Market Development Unit set up a trial with a London-based supermarket group to test alternative presentations of mackerel and to promote sales of the species generally.

The WFA provided a full colour recipe leaflet, a specialist leaflet describing the various types of mackerel fillet, and other back-up and point of sale material.

The trial, beginning in late October 1977, lasted for six weeks, during which time the sales of wet mackerel as single fillets, block fillets and whole ungutted fish, and hot-smoked mackerel as single fillets and the nobbed whole fish, were monitored in six supermarkets. A consumer research programme of interviews with mackerel buying customers and fish department managers was carried out.

Significant increases in sales of mackerel were

# MACKEREL

**MACKEREL has displaced cod as the largest catch by British fishermen. But what are we doing about selling it? Unfortunately, the answer is that marketing has not matched up to expectations. In this article, PAULINE MEYNELL of the White Fish Authority explains what is being done to redress this situation.**

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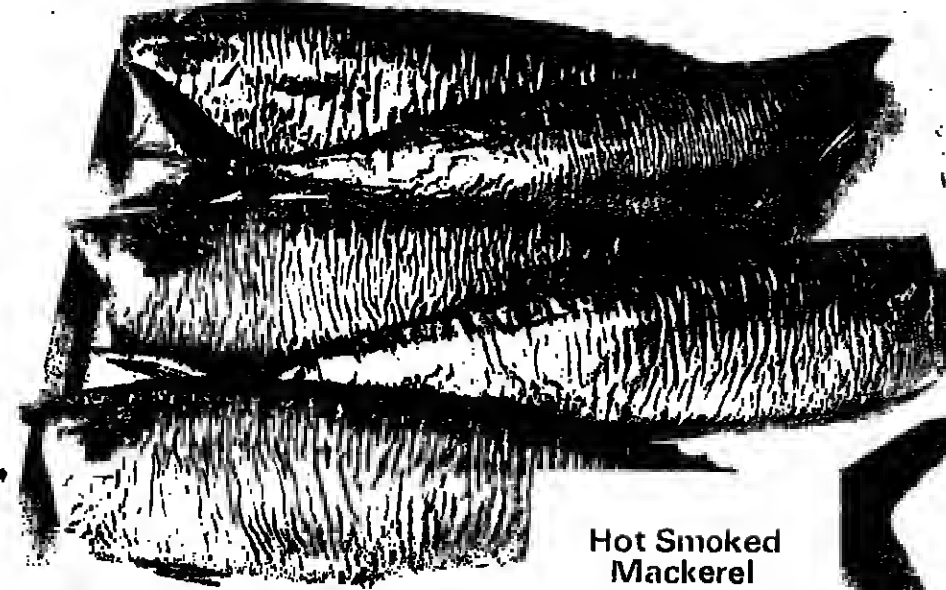
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Significant increases in sales of mackerel were



Hot Smoked Mackerel

Above: hot smoked mackerel was bought more on flavour than price. Below: supermarket counter display during the White Fish Authority marketing drive.



## FISH HANDLING, processing and marketing

# are we making the most of it?



Fishmongers' display of fresh mackerel on ice. A fair proportion of housewives found the fish hard to obtain.

achieved in all six stores during the promotion and sales remained above pre-promotion levels during the three weeks immediately following the trial.

Price appeared to be the main factor which influenced customer decisions to purchase, although all the fish department managers considered the WFA point of sale and back-up material, particularly the recipe leaflet, very helpful.

People buying mackerel came from all walks of life and just less than 60 per cent were within the ABC1 social groups, destroying the myth that mackerel is only for the poor.

As so many of the UK fishing companies have become dependent on mackerel to maintain viability it seems almost tragic that so little use of the species is made in this country.

There is even the unfortunate situation of whole fresh mackerel being exported to other European countries, such as France and Denmark, only to be imported back again in cans with the higher value that has been added to this processed form.

Foreign

However, this is less significant than the catching industry's total dependence upon foreign klonkyking for the viability of the fishery.

Further information on the work of the Market Development Unit, and the two recipe leaflets and fillet leaflet mentioned in this article, are available from: Market Development Unit, White Fish Authority, 7 Ashley Road, Epsom, Surrey, KT18 6AQ.

Fewer customers bought hot-smoked mackerel, although it was purchased more for its flavour than for its price.

To encourage the greater use of mackerel in catering outlets, the WFA has published a recipe leaflet entitled 'Mackerel Recipes for Caterers' for distribution at catering seminars, exhibitions, and the like.

Mackerel is also being featured in a project for the development of fish recipes for use in the school meals

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GRIMSBY'S fish distribution — like every other branch of the industry — has undergone a transformation over the years. The fresh or wet fish trade has not been replaced by frozen fish and there are still well over 200 merchants at Grimsby who rely on an inflexible time and distribution schedule as fresh fish cannot wait.

The port of Grimsby was almost entirely the creation of the long forgotten Manchester, Sheffield and Lincolnshire Railway. As a part of the 'Great Central', the idea was to divert as much fresh fish as possible by fast steam train to London.

But by the 1890s the cost of despatching fish in bulk 'on spec' to Billingsgate for resale had risen to nearly a half the gross wholesale value.

Slowly the present merchant-customer direct supply system to shops, hotels, schools, institutions, firms and provincial markets was phased in as the merchants combed out the hinterlands for potential customers.

Many long-lasting contacts were made in this manner

and, with thousands of miles of railway criss-crossing the countryside, all but the most remote outposts became accessible.

Every day thousands of boxes and hesses of fish were hauled out of the port by steam locomotives to guarantee very nearly a 12-hour delivery service to any station or halt.

It was a service completely organised and operated by the railway companies and gave rise to the eternal catchphrase: "Twenty-four hours from trawler to table."

The perishability of the traffic gave fish trains precedence over all other goods trains — and occasionally passenger services — but the appearance of Dr. Heeching's axe in the early

1960s, which saw the massive railway closures British Rail forced through on the recommendation of his report, threatened the very existence of Grimsby's fish trade.

It was the Grimsby Fish Merchants' Association, the merchants' own co-operative organisation, which came to the rescue swiftly and efficiently with an ambitious plan to cross from rail to road.

Already a number of frozen fish processors had successfully switched

produce to the roads and several of the larger wet fish firms, with capital and enterprise, had followed the trail of 'trunking' fish by road.

Recalling those pioneering days, FMA traffic manager Frank Garland told *Fishing News*: "No one really thought we could set-up an organisation to deliver fish by road to everywhere in the country before 9 a.m. the following day like the railways."

"But not only did we do it, we improved on it by delivering the merchants' orders to their customers' doors. Today

the FMA road transport scheme is the biggest and finest in the world."

The new scheme was founded on three principles. That the merchants' customers are entitled to what they want, exactly when they want it and in the best possible condition.

The main snag with the old railway system was that, unless the destination station was sizeable and able to provide a delivery service onwards (and promptly) by road, the customer was responsible for collecting his own fish from the nearest station.

The FMA reasoned that it could provide a more sophisticated service on the premise that, once on the roads, it may as well deliver the goods directly to the customer's door. From modest beginnings the FMA quickly went nationwide.

Basically the set-up ensures maximum usage of all the FMA insulated inter-roadhead trunks on a loop system, working them around the clock to peak efficiency and economy.

#### Tipped

Once the fish has been tipped at a roadhead, it is transhipped to fleets of three and five-ton trucks which deliver through the night, usually on a regular circuit.

Today the FMA distribution network has 26 roadheads situated at Birmingham, Brentford, Bridgewater, Bristol, Brighton, Cardiff, Darlington, Dunstable, Ex-

eter, Gloucester, Leeds, Manchester, Midsstone, Norwich, Nottingham, Oxford, Poole, St Austell, Sheffield, Southampton, Stoke-on-Trent, Stow Market, Wisbech, Wrexham, York and Kendall. Each roadhead has its own delivery vehicles, almost invariably three-ton trucks, drivers and staff.

The scheme was pioneered on the Brighton run in October 1962. Two vehicles were chartered from BRS to deliver on alternate nights direct from Grimsby. By early 1963 the run had proved so successful that the FMA decided to extend it.

Within six months the silver and blue articulated road trunks carrying the words 'Grimsby Fish' had opened up the country, except for London which followed two years later.

It was never the policy to extend the scheme on a regular basis into Scotland, so the roadheads at Kendal and Darlington represent the most northerly distribution units.

All members of the FMA are entitled to use the service. Time is unkind to fish and a customer with a grievance can always change his supplier, but so well geared is

the system that it works like clockwork. The stranger — a sea-faring fisherman — a sea-faring fisherman's chaotic castanets on a morning market. A fish auctioned to a merchant's daily routine. It is whisked away to the factories or to be processed. The fish filleted and packed, according to individual pads of the order are ready to be delivered.

Trunking is a very simple system. It is based on an atlas, which tells the driver where to get his fish to the roadhead. The number is very simple and also tells the driver where to get his fish to the roadhead. The number is very simple and also tells the driver where to get his fish to the roadhead.

Once checked on to the container, the consignment notes are returned to the FMA offices where a duplicate is made for charging out purposes and the originals placed into an envelope and handed to the driver. On a busy day the system cupes smoothly with

trunkers may deliver to two or more roadheads and this is the case with the Exeter trucker which carries the Gloucester, Bridgewater and St Austell roadhead consignments.

The Gloucester and Bridgewater deliveries are tipped en route to Exeter, but the orders for the St Austell roadhead are tipped at Exeter and rapidly transhipped to a five-tonner from St Austell. This night driver then works his way back, delivering as he goes, through Plymouth and district until he finally arrives back at the St Austell roadhead around 5 a.m. There he hands over to a day driver and he works on throughout Cornwall delivering the processed orders.

#### Viability

It is this skilful use of day and night drivers which ensures the viability of one of the most complex road transport delivery systems in the UK — and it is masterminded by a tiny staff high up in offices in the FMA premises at Fish Dock Road.

Every night, five nights each week, come rain, hail, snow, ice or fog they go through and seldom do they fail.

The FMA has bases (not to be confused with roadheads) at Rugby, Peterborough, Lincoln and Newark for trunks which serve as fine examples of the loop system working to full capacity around the clock.

Each day three trunks turn to page 18

# 'Trunking' from Grimsby

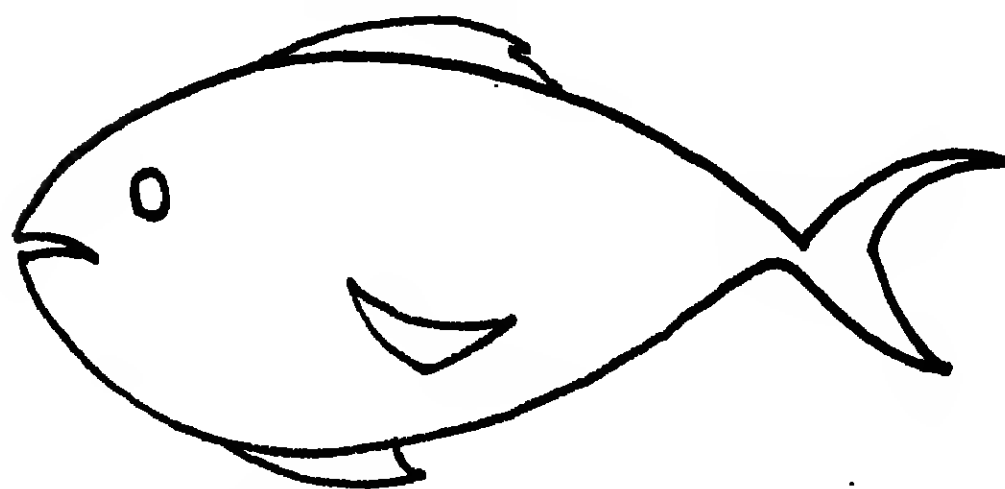
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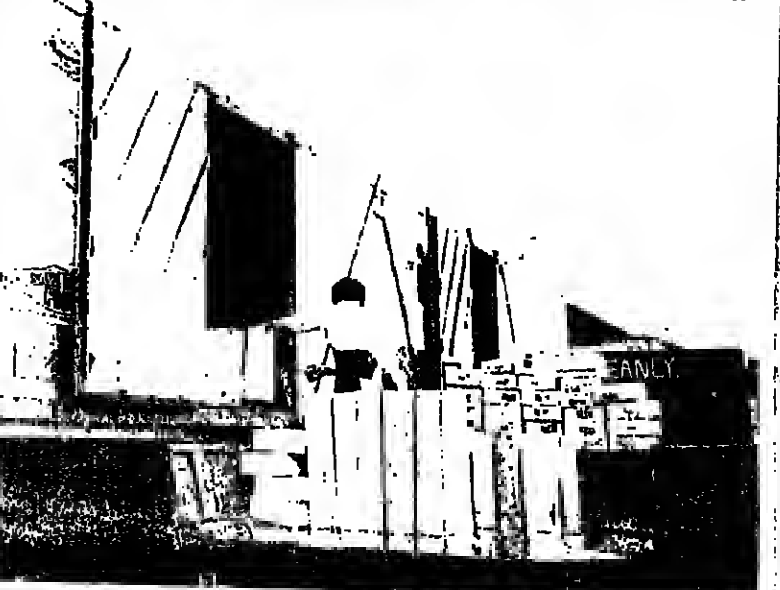
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Above: trailer units lined up alongside the pontoon ready to receive the merchants' consignments of fish which are loaded on to them (below), and then whisked off to one of 26 roadheads on the first leg of the service.



Left: the trucker is the workhorse of the entire operation with its independent tractor unit and 40ft. insulated container. Above: offloading fish against the consignment notes.





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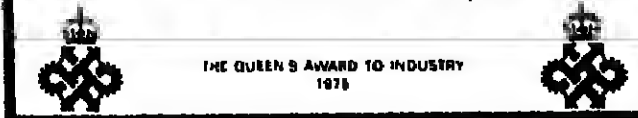
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### FISH HANDLING, processing and marketing



From page 17

based at Rugby BRS depot are brought back to Grimsby and exchanged for the completion of the 220-mile round journey with laden trunks for the Poole with Oxford, Bristol with Cardiff and Southampton roadheads.

Once back at Rugby, the day drivers hand over to night drivers who complete the deliveries to the roadheads, and return the empty trunks back to the Rugby base where the day drivers take over to repeat the process the following day.

On a Monday and Wednesday there is a considerable amount of fish for the Channel Islands, which goes on the Poole truck (via Rugby) and is flown to its destination from Herne airport, near Bournemouth.

Day drivers from Peterborough bring in two empty trunks every day and these are swapped for the Maidstone and Brighton runs and returned to Peterborough where the night drivers complete the runs and return to base.

Similarly, at Lincoln, two day drivers bring back last night's vehicles and collect the Brentford and the Stoke with Wrexham runs for the Lincoln night drivers, whilst the solitary day trucker from Newark is the daily northerly loop of the Billingsgate run

## 'Trunking'

(actually destined for Brentford where it is transhipped for onward delivery in five and three-ton trucks). All the other services from Grimsby are delivered to the roadheads inland — sometimes two per truck — by Grimsby drivers who fly and return to base in a round trip which does not exceed the very stringent legislation laid down to protect drivers, and the public, from the effects of fatigue.

### Night

Occasionally, as with fish for the Darlington roadhead, the Grimsby to Leeds with Sheffield trucker tips the Darlington fish at Leeds on to a five-tonner from Darlington and, once back in Darlington, any remaining deliveries not dropped off on the return trip are transhipped for the final leg on to three-ton trucks by the night staff.

Similarly, the Kendall traffic is met at Manchester by a five-tonner which then Frank Garland, traffic manager to the FMA.

tranships the Kendall traffic (whilst delivering at Lancaster) on to a three-ton vehicle for delivery back through the night to Kendall and Westmorland.

Once each insulated trucker load of fish has been tipped at the 26 roadheads every night, the boxes and bundles of fish are rapidly sorted — using those vital route numbers — for delivery in the early hours to each final destination by three-ton wagons. This final leg in the nationwide distribution is one of the most vital and is carried out by drivers with an unfailing sense of purpose.

Almost clinical in execution, it is typical of an unparalleled service which virtually enables the smallest trade fish user in the remotest village to obtain high quality supplies with relentless regularity.

On local deliveries through Lincolnshire, Humberside and South Yorkshire it would clearly be impracticable to put a 40ft. articulated trailer and a 32-ton tractor unit on the deliveries. So Grimsby itself operates as a

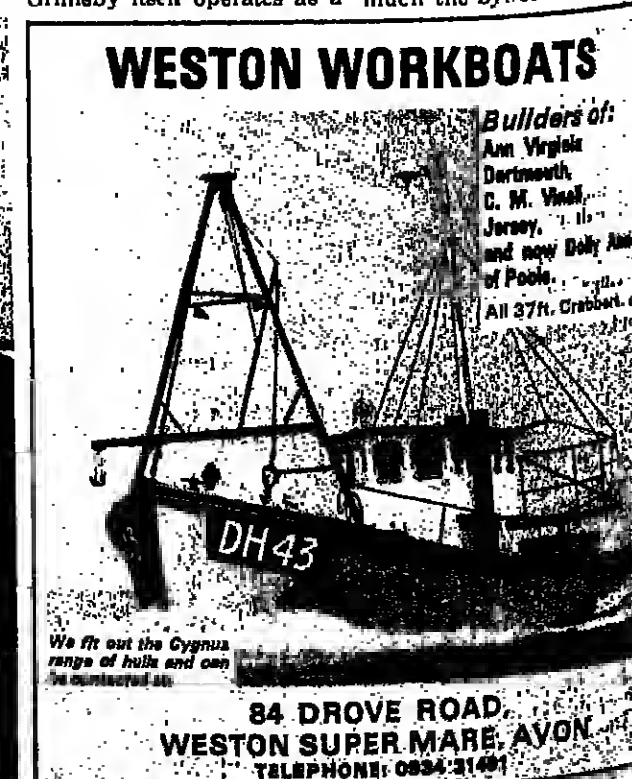
Three-tonners lined up for the local deliveries from Grimsby. Nearly everyone's order is delivered in a similar 3-ton vehicle from the 26 FMA roadheads. special roadhead and six locally-based three-tonners leave the port around noon to deliver direct in six areas all the local fish orders and provide a unique same-day service.

### Decline

Inevitably, the FMA strives to refine and improve the system. The steep decline in fresh landings over recent years due to the loss of distant water fleets has thrown up plenty of problems for Frank Garland and his hard-working colleagues, but to date they have solved them all. Even if the numbers of vehicles, especially the trunks which are hired on a contract basis from BRS, have been pared down as retrenchment became reality, they have won through.

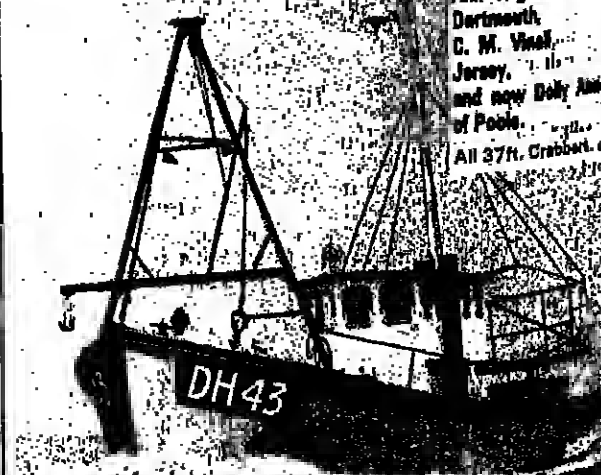
Indeed, contraction remains a serious problem as does pilferage of fish (mainly after it has been delivered to the customer) and the FMA would be the last to admit that it was not concerned for the future.

There are signs that the worst may now be past and the old Grimsby tradition of providing fish from trawler to table in 24 hours is still very much the byword.



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### FISH HANDLING, processing and marketing

# EEC MUST START FISH SALES SCHEME



A PLEA for a proper EEC scheme to market fish was called for last month by Brendan O'Kelly, chairman of the Irish Sea Fisheries Board (BIM).

"No comprehensive Common Market fish marketing programme existed. While minimum price schemes were essential for inducing confidence in the production sector, they were no substitute for a marketing programme geared to consumer demand," he said.

"The European fishing industry must recognise this fact and the granting of EEC aid to national governments on a matching point for pound basis to improve fish

— says O'Kelly

promotional activities would be a positive step in this direction.

Speaking at the launch of BIM's European Seafood Restaurant Award at Dun Laoghaire, he said:

"The current pre-occupation of EEC countries with fishery production problems has diverted attention from a fundamental marketing malaise which could assume crisis proportions.

"The serious resource situation in Europe had deflected attention from the growing threat of market competition from Third Countries.

"Many of these countries

will become major exporters of fishery products as a result of improved restocking of fish resources following the establishment of 200-mile economic zones.

"Indeed, if current conservation policies of the Community turn out to be successful, then we could look forward to increased landings of certain species of fish which are now in short supply.

"In the face of this very clear trend, it was very important that the EEC should firmly and positively set out its policy guidelines for the development of a marketing strategy embracing market research, consumer education and promotional programmes for traditional and under-utilised species.

## THE AWARD

THE Irish Sea Fisheries Board (BIM) has launched the Seafood Restaurant Award to emphasise the up-grading of Irish seafood on the export market. The board is aiming to establish a network of seafood restaurants throughout Europe to promote Irish seafood linked to Irish sources of supply. Pictured above is Fisheries Minister Brian Lenihan (right) presenting the award to Kumann na Mara — Society of the Sea) to Senor Jose Sanchez of the Restaurant Bajamar, Madrid, Spain. Also in the picture are His Excellency Emilio Pan de Soreluco, Spanish Ambassador (left), Senor Jose Sanchez, and Brendan O'Kelly (second from right).

## Success in export markets

IRISH fish exports last year were valued at £27,488,000 as against £22,618,000 in 1976, said Brian Lenihan, Ireland's Fisheries Minister, at the launch of seafood restaurant award.

He said: "Due to BIM's efforts and the enterprise of Irish fish exporters, there has been a marked diversification of exports to the most lucrative markets abroad, through the development of fish processing.

"Substantial new markets have been developed in Scandinavia, West Germany, Belgium and Spain, while exports to traditional markets such as Britain, the Netherlands and France have been expanded.

"New outlets are continuing to develop — the list is an interesting one.

"Escallops to the United States, crabmeat to Sweden, herring to Beirut, kippered mackerel to Peru, salted mackerel to Jamaica, horse mackerel to Africa, but fish herring are being exported to Norway, which was said recent years one of the leading catching nations.

"Naturally, as Minister responsible for fisheries, of prime concern to me is the conservation and improvement of fish stocks. The replacement of those stocks is vital to the prosperity of the fishing industry not alone in Ireland, but throughout the Community.

"The EEC has declared its intention to apply to the Common Fisheries Policy in

the continued and progressive development of the Irish fishing industry on the basis of the Irish Government's Programme for Fisheries Development.

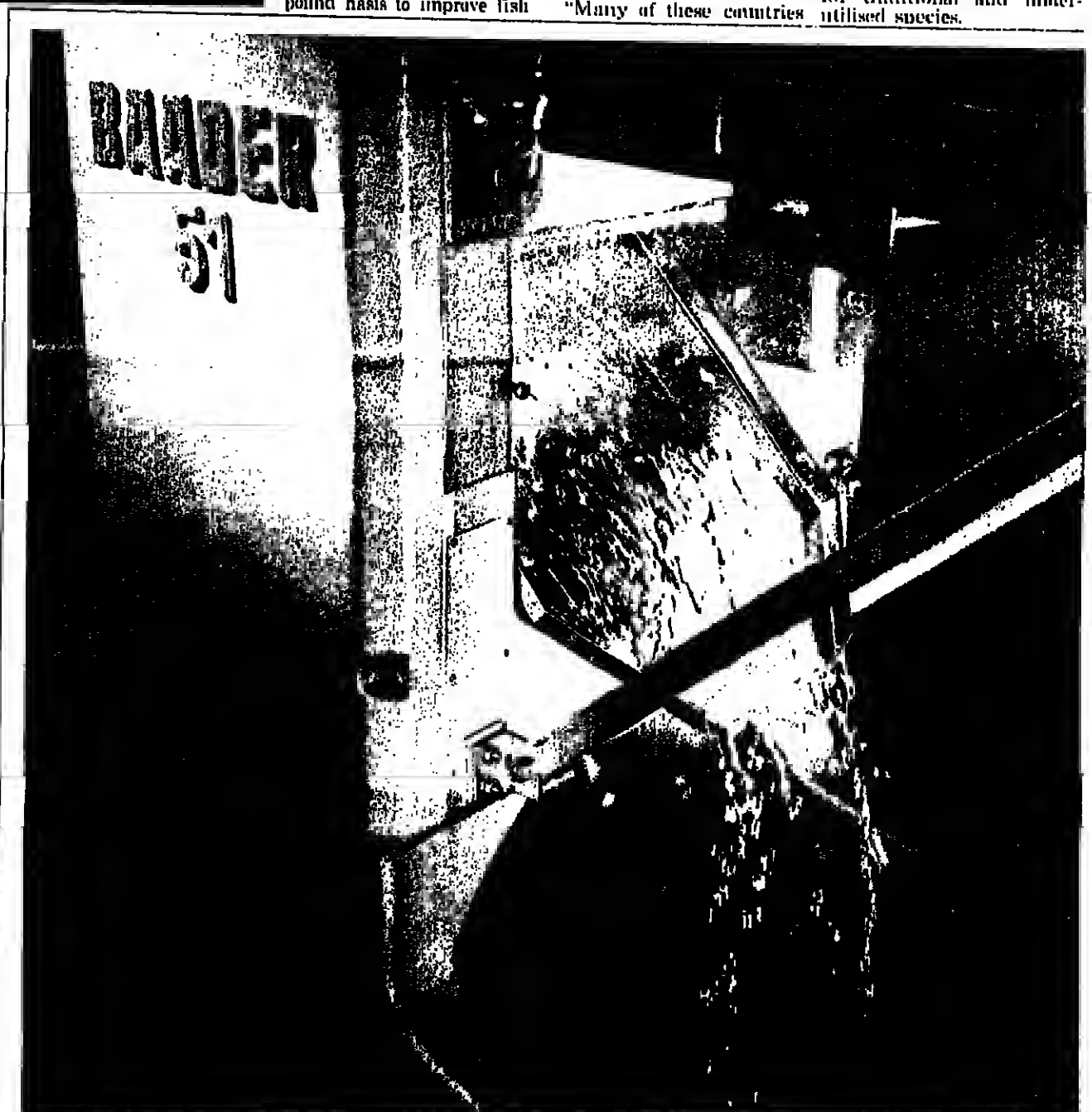
"It is BIM's policy to promote an environment which will make the achievement of this objective for development possible. This will entail a change of emphasis by the fleet from a pattern of fishing for herring to one of fishing for white fish and other species.

"High on the board's priority list is increasing the productivity of the existing fleet, the development of species which have hitherto been under-utilised and identifying, through market research, the markets and varieties which offer the greatest scope for expansion."

The Minister welcomed representatives of leading restaurants throughout Europe specialising in Irish seafood to Dublin and said:

"In launching Cumann na Mara, the Society of the Sea, I now know that people will be able to find their way to outstanding seafood restaurants without the aid of a local gourmet.

"Appropriately, the first award to Restaurant Bajamar, Madrid, is being made to an establishment with a European-wide reputation."



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## FISH HANDLING, processing and marketing

## FISH HANDLING, processing and marketing

## COD WILL STAY KING

BRITISH force of cod famine are unlikely to be justified. Changes in source of supply can be anticipated and more imports can be expected. This was the view of experts at the first International Seafood Conference held in Monte Carlo last month.

The subject of supplies emerged as a key issue at the conference which was attended by 400 delegates representing 183 companies from 30 countries.

Organised by Bob Erkins, publisher of the *International Seafood Letter*, the idea of the conference was to provide a forum at which delegates from all nations could debate issues and seek solutions to common problems.

The British were out in force and it was Mick Coburn, managing director, Findus UK Ltd., who led the proceedings, by presenting a multi-national company's view of growth and profit in seafood.

## Supply

Dealing first with supplies, Mr. Coburn did not think that there is a world wide shortage of fish supply for the industrial world, but there are many complications including source of supply, type, quality and price.

After explaining how his company had responded to shortages of white fish supplies following the Cod War and the introduction of the 200-mile limit, he went on to welcome the limit because "there is a world-wide urgent need to protect and replenish fish."

The shortage of supplies, however, did have the effect of making processors more efficient. New techniques were devised to maximise yields of edible flesh and new species were sought. But whether the new species, especially blue whiting, will ever be used in great quantities, remains doubtful.

Certainly the prospect of British fish esters being presented with grenadier and red tail species was dismissed by Birds Eye expert Alastair Graham.

Arguing that traditional species such as cod will continue to be available, Mr. Graham saw little incentive for the major marketing firms of the UK to invest very heavily in persuading the conservative British fish consumer that she should try out species with which she is totally unfamiliar.

## Preserve

"Consequently, if my earlier premises are valid that the traditional species will, in fact, be preserved and that the British consumer will not find it easy to be attracted to alternatives, then the incentive to develop processing techniques and to invest in the marketing of such products as blue whiting for human consumption are not going to be exciting for many processors."

"The only pressure for this sort of activity is likely to be forthcoming from the disenchanted catching fleets and I do not believe that such a

**DESPITE the hunt for alternative fish, it became clear at the International Seafood Conference in Monaco, last month, that world demand for cod was as strong as ever. Although many nations are being hit by supply problems, there was some optimism for long term landings of cod.**

dramatic new trend will be established."

Although Findus experts have been heavily involved in developing and refining filleting machinery to deal with blue whiting, Mr. Coburn warned that "the economics of this fishery remain uncertain in terms of satisfactory yield, colour, storage life and cost."

In the event of traditional fish requirements remaining in short supply then, according to Mr. Coburn, "commercially viable products made from blue whiting could be on the frozen food markets throughout the world within a couple of years."

"If I am wrong, and I hope I am not, since we have invested a great deal of time and money, then blue whiting will still be a great asset to Europe in supplying our needs for animal feeding stuff while reducing costly imports, and possibly providing an export trade."

But whether there will ever be a need for blue whiting to surface or not, one thing is certain, the British fishing industry will never be the same again.

The introduction of 200 mile limits has gone ahead at a rapid pace and according to Mr. W. P. Appleyard of the UN Fisheries Division (soon to be managing director of Oman National Fishing Company) well over 70 countries with 30 more in the pipeline have taken unilateral action regarding the limit.

Clearly those nations with vast shore-lines such as Canada and Greenland will benefit enormously and so too

will developing nations. But initially, according to Mr. Appleyard, "We will see a toll in the annual world catch because many countries have not had time to develop their fishing industries."

Discussing future North Atlantic supplies, Canadian Fish Exporters' Association spokesman Ronald Bulmer predicted major increases in exports of cod and confirmed that his country now has the real potential to become the world's number one exporter of fish products.

### 'Little incentive to persuade consumers to try unfamiliar species'

Looking to the mid-eighties, Mr. Bulmer saw world demand for cod at about 1.5m tonnes composed mainly of USA (400,000); EEC (300,000); and others such as Spain, Portugal etc. (600,000).

Supplies however are only likely to reach a total of 1.3m tonnes from Canada (500,000); Iceland (400,000); and Norway (400,000).

The prospects therefore are for a deficit of 200,000 tonnes in 1985. And although Canada's number one trading partner will remain the U.S. market, "larger quantities of Canadian fish will find markets in Europe."

A fall in the world catch is predicted by Mr. W. P. Appleyard of the UN's Fisheries Division (below left). Cod supplies forecasts are "confusing" — G. Burgess, head of Torry Research Station, Aberdeen (below right).



"It is probable that Canada will be able to increase its exports to the EEC hopefully given some adjustments in tariff levels." Challenging Mr. Bulmer's estimates, Torry Research Station scientist Geoffrey Burgess described the cod supply forecasts as "confusing."

"Are the increases in Canadian forecasts real or are they merely catching the fish that was previously caught by other nations?" he asked.

Calling for greater international co-operation he went on to suggest the possible formation of FISHEC, the fishermen's equivalent of the oilman's OPEC.

Closer links between Canada and EEC countries was also advocated by seafood consultant Eric Elston who believed that Canada will find it difficult to catch all the fish they forecast.

Contrasting the Canadian optimism came a gloomy picture for immediate supplies from Norway.

According to Terie Kones of the Seinar Corporation: "The current landings in Norway are extremely limited and the fresh trawlers as well as the plants waiting for their raw material are facing a disastrous fourth quarter this year."

"Our scientists tell us that the spawning stock of cod is only half of what they feel necessary for quotas to remain unchanged, and only a third of what it ideally should be."

"1979 will be a year of shortage and our industry certainly has some very difficult months ahead. The outlook for the following years remains good with total catchable quantity of cod projected in 1980 to 900,000 tonnes."

Neither are the declining fortunes of the US dollar helping. Its recent demise however is causing more frozen fillets to be diverted to the UK.

Norwegian exporters are "currently losing 10 to 12 per cent on shipments to the US. The value of the dollar has not reached the level where

prices quoted in US funds returned enough money for the packer."

The result? "A heavy shift in exports of frozen fillets to the UK market. And unless the relation between the dollar and our currency improves considerably this trend will continue in 1979."

Another of the Norway's problems involves the agreement on quotas and enforcement of restrictions resulting from the arrival of the 200 mile limit.

## Agreement

According to a statement by Norwegian Foreign Affairs Minister Helge Vinleness, several points of agreement are necessary in order to translate the new global fishery regime into a workable system which will protect stocks in a manner promoting long term optimum utilisation.

The need to enter into co-operation with neighbours is paramount.

But in the North Sea, for instance, Norway is independent on EEC member countries and the fact that agreement on shared policy within the community has yet to be reached, is complicating matters.

But agreement on quotas is the only area for future international co-operation.

Warning fish and frozen food exporters to the United States Lee Waldip, executive vice president of the National Fisheries Institute, said: "The state of Massachusetts has related that virtually all cods must have a sell by or use by date on their label. For frozen foods including fish and seafood, this requirement becomes effective on July 1, 1980."

This means that 1979 fish will probably have to include the necessary information since the product may be on the retail shelves in 1980.

This new requirement does not apply to products packed in bulk for use as a material, such as fish sticks. Immediate questions are raised for packers of all other frozen fish items. For example, should the label provide a sell by, or a use by date. The law allows either.

## Display

A product whose date has expired may still be sold, but must be displayed and identified as being substandard. The consensus appears to be that a label saying "for best quality, use before such-and-such date" would be the most useful.

While the regulation presently applies only in Massachusetts, the impact probably is national in scope, especially for the overseas market. It appears as if one package could end up in Massachusetts and thus all must meet the new requirements.

"While Massachusetts appears to have forced the issue of open dating in the States, the matter is by no means dead on a national level. During the Congress last ended, open date labelling



Conference organiser Bob Erkins welcomes leading British experts to the International Seafood Conference at Monte Carlo. From left to right are: John Bennett, Associated Fisheries Ltd.; Mick Coburn, Findus (UK) Ltd.; Jim Dunlop, Associated Fisheries Ltd.; and Eric Elston, formerly of Birds Eye who now runs his own seafood consultancy from the U.K.

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## 'FN' FISH TRADING GUIDE

### going out

DURING the first ten months of 1978 total exports of UK fish products reached a new peak of £110 million and continued to be on a rising trend. Over the past few months sales abroad have performed well and the current trends continue to be very satisfactory.

In October deliveries of fish products totalled £13.6 million, compared with £10.7 million in the previous month. Most of the increase came from exports to the EEC countries, which accounted for 70 per cent of the total. Their value amounted to £9.6 million, which represented a rise of 21 per cent compared to the previous month.

Despite this upward trend for exports, there was a continued deficit on Britain's trade balance in fish products and the gap, in fact, widened during October. It amounted to £11 million in that month compared to £8.8 million in September and, for the first ten months of 1978, the deficit reached over £108 million.

TABLE 1 — EXPORTS OF FISH AND FISH PREPARATIONS  
(by regions)

	Oct 1978 £000	Sept 1978 £000	Jan-Oct 1978 £000
EEC countries	9,826	7,901	68,369
Other Western Europe	1,470	1,244	9,245
North America	638	628	6,279
Other developed countries*	603	482	7,011
Latin America	25	45	464
Middle East and North Africa	116	185	3,270
Other developing countries	519	313	4,748
Communist countries	405	20	5,618
*Australia, New Zealand, South Africa and Japan			

TABLE 2 — EXPORTS OF FISH, CRUSTACEANS AND FISH PREPARATIONS  
— by value

	Oct 1978 £000	Sept 1978 £000	Jan-Oct 1978 £000
Fresh or chilled fish	1,946	1,697	13,064
Frozen fish	2,128	1,518	31,156
Fish fillets (fresh or chilled)	54	15	168
Fish fillets (frozen)	1,141	567	8,357
Fish meal for human consumption	2	7	134
Dried cod	2	7	136
Dried or salted fish	2,187	1,009	5,967
Smoked fish	611	669	5,655
Crustaceans and molluscs (including lobsters, oysters and crabs)	4,285	3,976	30,435
Prepared or preserved fish (including caviar and canned salmon)	1,041	1,087	13,112
Prepared or preserved crustaceans and molluscs (including crabs)	256	193	1,851

TABLE 3 — EXPORTS OF FISH, CRUSTACEANS AND FISH PREPARATIONS  
— by weight

	Oct 1978 tons	Sept 1978 tons	Jan-Oct 1978 tons
Fresh or chilled fish	5,060	3,470	30,268
Frozen fish	5,104	2,220	117,319
Fish fillets (fresh or chilled)	61	15	174
Fish fillets (frozen)	2,583	720	12,319
Fish meal for human consumption	2	7	141
Dried cod	2	7	145
Dried or salted fish	3,836	1,509	9,613
Smoked fish	419	431	3,984
Crustaceans and molluscs (including lobsters, oysters and crabs)	2,000	2,312	19,879
Prepared or preserved fish (including caviar and canned salmon)	848	980	10,348
Prepared or preserved crustaceans and molluscs (including crabs)	116	85	830

### coming in

THE TREND in imports has been mixed but, in October, a marked recovery in value was recorded. The total amounted to £24.5 million compared to £19.5 million and, for the January-October period, the value of imported fish rose to £218 million.

Higher imports were seen from most suppliers, particularly from Common Market countries where a rise of 56 per cent was reported compared to September. Deliveries from Scandinavian countries showed only a small increase, but imports from North America continued upwards and reached £4 million (£3 million in the previous month).

The biggest group of imports was preserved fish with a value reaching £6.1 million, compared with £3.9 million in the previous month. An upsurge in demand for fresh fish was also noticeable (sales reaching £4.2 million), while frozen fish fillets jumped by 50 per cent. So, total imports of these frozen products amounted to nearly £80 million for the January-October period.

TABLE 4 — TOTAL IMPORTS OF FISH AND FISH PREPARATIONS  
— by regions

	Oct 1978 £000	Sept 1978 £000	Jan-Oct 1978 £000
EEC countries	7,845	4,958	64,950
Other Western Europe	6,777	6,585	75,682
North America	4,164	3,039	34,901
Other developed countries*	1,745	1,407	14,404
Latin America	419	571	3,455
Middle East and North Africa	400	207	2,758
Other developing countries	2,925	2,701	18,225
Communist countries	324	55	4,470
*Australia, New Zealand, South Africa and Japan			

TABLE 5 — IMPORTS OF FISH, CRUSTACEANS AND FISH PREPARATIONS  
— by value

	Oct 1978 £000	Sept 1978 £000	Jan-Oct 1978 £000
Fresh or chilled fish	4,220	2,776	35,161
Frozen fish	2,054	2,630	22,581
Fish fillets (fresh or chilled)	63	51	765
Fish fillets (frozen)	5,987	4,083	24,671
Fish meal for human consumption	—	—	14
Dried cod	3	10	53
Dried or salted fish	184	219	1,733
Smoked fish	68	47	382
Crustaceans and molluscs (including lobsters, oysters and crabs)	2,215	1,888	17,790
Prepared or preserved fish (including caviar and canned salmon)	4,161	3,914	32,215
Prepared or preserved crustaceans and molluscs (including crabs)	3,544	3,954	24,641

TABLE 6 — IMPORTS OF FISH, CRUSTACEANS AND FISH PREPARATIONS  
— by weight

	Oct 1978 tons	Sept 1978 tons	Jan-Oct 1978 tons
Fresh or chilled fish	7,154	5,137	64,346
Frozen fish	2,253	2,761	23,632
Fish fillets (fresh or chilled)	86	41	724
Fish fillets (frozen)	5,755	3,989	54,934
Fish meal for human consumption	—	—	32
Dried cod	1	4	50
Dried or salted fish	272	343	2,830
Smoked fish	36	19	223
Crustaceans and molluscs (including lobsters, oysters and crabs)	2,359	954	13,314
Prepared or preserved fish (including caviar and canned salmon)	4,014	3,666	37,493
Prepared or preserved crustaceans and molluscs (including crabs)	1,610	1,631	10,406

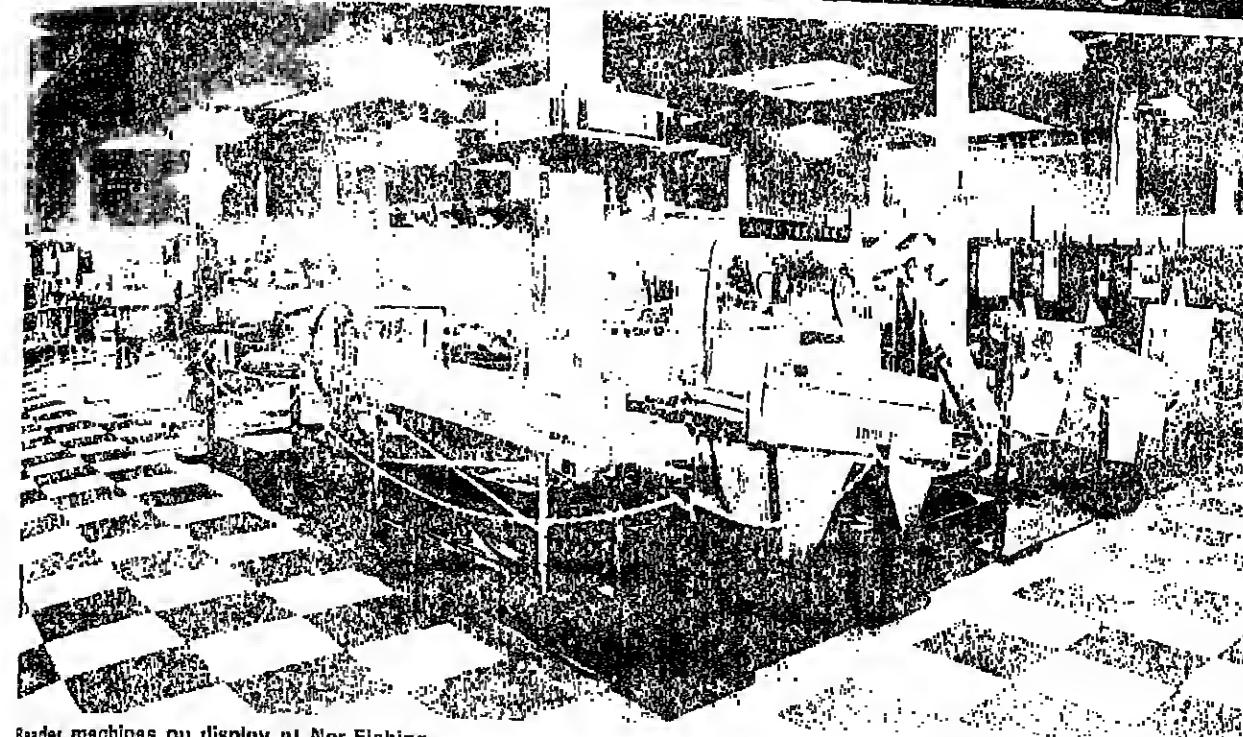
### A new service

IN CONJUNCTION with the research organisation Economic Services, Fishing News is planning to launch a confidential newsletter giving more detailed surveys on exports and imports of fish products. This will provide vital data for companies dealing in the international fish business.

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FISH HANDLING, processing and marketing



Conveyor machines on display at Nor-Fishing.

AN AIR bubble system of assisting discharge of fish from refrigerated sea water tanks was one of the new ideas on show at last month's Nor-Fishing 78 exhibition in Oslo.

It has been developed by the refrigeration firm Kvaerner Kuld in co-operation with the Norwegian Fisheries Directorate and two processing companies.

The aim is to get food plant fish easily out of RSW tanks without damaging them and without having to resort to expensive manual handling.

Basically the system consists of a transporter (elevator) at one end of the tank and a series of air pipes at the bottom. Air bubbled through the tanks gets the fish circulating. As they move to the transporter end the diverter scoops of the elevator lift them out of the tank to conveyor or

According to Kvaerner Kuld, the system can be used with most kinds of fish.

It was one of a number of new aids to fish handling and processing which

were a strong feature of the displays at Nor-Fishing.

This was the first time that the two-yearly international fishery show had been held in Oslo. The venue was the exhibition halls at the Sjøløst Control. More than 150 exhibitors took part and the show was visited by some 10,000 people.

Prominent among the exhibitors were process machinery firms such as Bander and Aronco.

On its stand Trilo Muskindustri of Stavanger showed its new fully automatic machine for packing sprats in cans which is claimed to do the

## CANNERIES BOOM AND SLUMP...

IN 1960, the number of active canneries had dwindled to less than ten. Today there are 45 in operation and licences have been granted for a further 25. South Africa, in anxious search of pilchards to replace the Walvis Bay supply, has already bought 500,000 cases from Peru.

She has also taken about 100,000 cases from Chile where some canneries have been equipped partly with plant taken from Southern African factories.

As stocks of some well-known brands go down, buyers in Britain could well find that their replacements are coming from canners in Peru, Chile or Ecuador.

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## Blue whiting: CATCHING IS WAY AHEAD OF MARKETING

NORWAY, like Britain, has been experimenting with direct food uses of blue whiting. But, with the demand from the fish meal industry, she seems to have made less progress than the British industry and the WFA.

Noting this lack of progress, a Nor-Fishing seminar on blue whiting in November, one speaker said it was unfortunate that means of catching new species tended to run ahead of ways of processing them and finding food markets.

Norway has not lagged in the catching. In the spring season from April to early June, 32 purse seiners equipped for mid-winter trawling took 30,000 tons in waters to the west of the British Isles, and 38 ships took about 82,000 tons of the Faroes.

Large new combination ships with engines of 3000 hp and more took the great bulk of the catch and almost all of it went into meal plants. Norwegians are working to

develop food uses. A small part of the catch has been consumed as fillet, or in fish sticks and human edible protein concentrate.

But it is the meal plants that have the need, and this will be even greater in 1979 as the industry is forced to take out a lot of capacity.

Looking to the blue whiting stocks, speakers at the seminar suggested a possible catch in 1979 of 100,000 to 200,000 tons. As a long time will be a possible extension of the season into February or March and to later in June.

Lower power ships, too, are able to fish more successfully through development work in Norway and the Faroes, on trawls with mesh sizes at 10 and even 15 metres on the wings and bows and end.

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## PARIS FOOD FAIR REPORT

## French are getting hooked on frozen fish

THE SIAL International Food Exhibition held in Paris last month was certainly worth a visit for anyone connected with the marketing of fish and fish products. This show which is held every two years may not be as large as the German Food Fair, with which it rotates bi-annually, but what it lacks in size it gains in quality.

Of course, the term size is relative and in the Exhibition Hall which had three levels, 1,100 French and 900 overseas firms were represented. This year the show attracted around 90,000 visitors and of these 20,000 were from outside France.

French fish and fish products were well represented with 36 firms exhibiting fresh fish and shellfish, 52 firms frozen fish and shellfish, plus 41 canned fish exhibitors.

There were 14 firms who had smoked salmon and other smoked fish on display, a further nine other fish products and not less than eight with caviar and caviar substitutes.

An interesting development at the show was the growth of the frozen fish and shellfish representation — from only 40 firms in 1976 to 52 this year. This no doubt reflects the trend in France towards greater consumption of frozen food which has been showing the following annual increases over previous years: 1972 — 30%;

1973 — 36%; 1976 — 31%; 1977 — 27%; the two years 1974 and 1975 showing somewhat smaller increases. French firms such as La Surgelation Alimentaire presented an attractive range of retail fish packs under their brand name 'Pompon Rouge'.

Pierre Chevenance & Fils of Paris displayed vacuum packs of smoked trout, smoked eel and smoked salmon. Also seen was their 'Assiette Nautique' range which are composite retail vacuum packs of hors d'oeuvres containing small proportions of smoked salmon, eel, trout, sturgeon and cods roe.

A French importer, Courrier de Stains, had a range of German ready-to-serve 'long-life' fish dishes made by Norda on their trade stand. The presentation was excellent and each pack was two-portion size.

The various regions of France, such as Normandy, Corsica, Aquitaine etc., had their own pavilions within which the various regional producers, manufacturers and distributors had their own trade stands. These were usually more modest and economical in scale than those of the individual exhibitors.

The nearest approach to this at British food fairs are the pavilions sponsored by the Northern Ireland Agricultural Trust. Perhaps we are missing out on something in this line and we should encourage regional participation from Wales, Scotland and the South-West.

Under the brand name 'Nagel', Eupromer offered a selection of frozen soups in 1 kg multi-colour pouches with contents such as: eel and sorrel soup; lobster soup; fish soup and bouillabaisse. It is quite astounding that no British company has ventured into the frozen soup market as yet. This might even be a profitable outlet for some of the by-products of fish processors.

Over 30 overseas countries

were exhibiting fish and shellfish in their national pavilions. Amongst these were: Argentina, Australia, Belgium, Brazil, Bangladesh, Canada, Chile, Costa Rica, Denmark, Greece and Eire.

The Irish Sea Fisheries Board had their own stand within the Irish Pavilion and amongst their promotional material in English, French and German setting out means of direct transport from Ireland to destinations in Europe by sea and air, product description as well as method of packaging and details of landings by species at various Irish ports.

There were trade stands with fish from India, Israel, Italy, Japan, Kenya, Malaysia and Mexico. The Netherlands were represented by Th. van Huyssteen as well as GROKO and New Zealand by Kennick Trading Ltd., who have Sopranoche as their French representatives.

Spain was out in force with eight companies offering canned fish. Taiwan under the name Far East Trade Ser-

vice Inc. was also displaying a range of canned and frozen fish.

There was a very modest turnout by the United States, which was represented by A. J. C. International Inc. of Atlanta, Booth Fisheries and Seamar S.A. of Boston.

Although perhaps not the largest of the overseas exhibitors, the British Food Export Council stand was without doubt the most attractively designed one.

Amongst the 70 British exhibitors were many displaying fish and fish products, such as: Anglia Frozen Foods; Brekkee Group; B & A Britton; Celtic Foods; Flying Goose; Imperial Foods together with Ross Foods and Youngs Seafoods; Pinneys Smokehouses; Severnside; Armour Foods, Northray and Haffenden International Marketing.

Before returning from the exhibition a brief visit was made to a French Hypermarket to compare prices. For the purpose of comparison an exchange rate of French francs 8.50 to £1 was used (see below).

Product	Price per lb in £/p
<b>FROZEN</b>	
Fillet of Cod, bulk-pack	1.11
Lobster Tail, bulk-pack	6.35
Fillet of Sole, bulk-pack	1.29
Whole Frozen Pacific White Salmon (USA)	1.93
Small Whiting (South Africa)	0.53
Scallop Meat, bulk-pack (Japan)	3.32
20 Fish Fingers — Cod	0.71
8 Fish Fingers — Cod retail-pack 400g	(per pack) 1.22
4 Fish Fingers — Haddock retail-pack 200g	(per pack) 0.74
4 Fish Cakes, retail-pack 300g	(per pack) 0.86
6 Fish Cakes, retail-pack 450g	(per pack) 1.20
<b>FRESH</b>	
Cod	1.17
Heke	3.28
Mackerel	0.43
Plaice	0.64
Sole	2.03
Lemon Sole	0.83
Smoked Kippers — unwrapped	1.33
Smoked Kippers — vacuum packed 180g (per pack)	0.88
Smoked Mackerel — unwrapped	0.70
Smoked Salmon in sides ready-sliced	(per pack) 7.13
in vacuum pack 608g	
Smoked Salmon — sliced in vacuum pack 182g	(per pack) 3.05

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## Research trio for Russia

RUSSIA HAS ordered three giant research ships from a shipyard in Poland. The 6,000-ton ships will have 20 laboratories for 80 scientists.

The ships were ordered through Centromor, the Polish organisation which supplied Britain's two largest fishing vessels, Boyd Lina's 280ft. Arctic Goliard and Arctic Reiver.

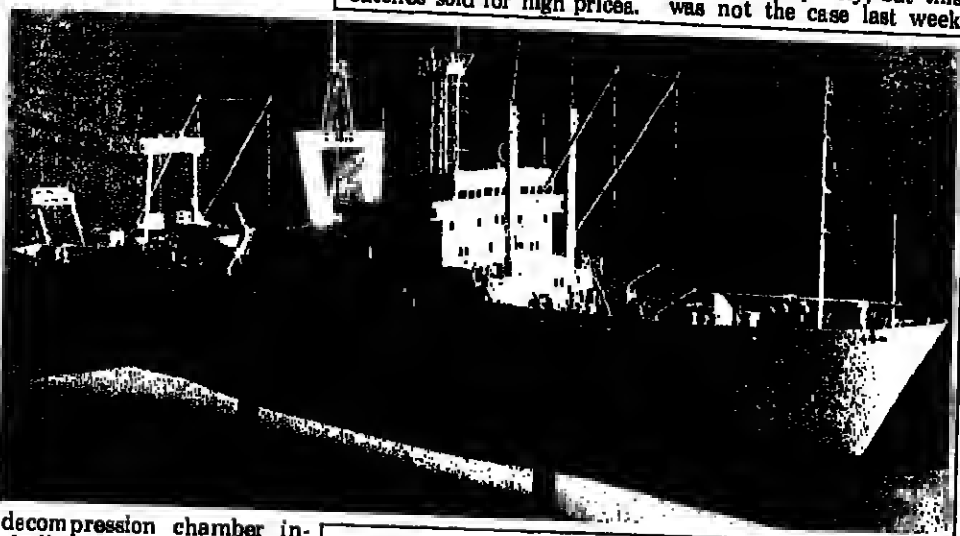
They will be built at the Szczecin shipyard which admits building a series of these ships is a 'tremendous undertaking'.

Main dimensions of the B-class ships will be length 260ft, 363ft. and beam, 34ft.

Scientists will have facilities for meteorological, hydrographic, hydro-meteorological, physiological, analytical, plankton, microbiological, biochemical, marine bottom flora and fauna, ichthyological, radio-gauging, seismological, bionomics, as well as gravimetry.

The results of investigations will be put into a computer on board the vessel. Scuba divers will have facilities to work at a depth of 30 m using a six-person

Below: model of the B-86 research ship ordered by the Institute of Oceanology of the Soviet Academy of Sciences. The 363.7ft. long ships are a 'tremendous undertaking' for the Polish builders.



decompression chamber including one place for a doctor and a three-person submerged caisson bell. Divers will be able to move up to 15 m away. The decompression chamber will be divided into three sections, each with a different pressure. A central hydraulic propelling and steering system is expected to be installed.

## Yard losses could grow

CREDITORS of Tweed Yard Ltd., the Berwick shipbuilding firm, have walked out of a meeting after failing to confirm the appointment of the company's liquidator. The firm is in voluntary liquidation.

The creditors passed a vote of 'no confidence' in the chairman, Archibald MacPhee, who is also the liquidator appointed by the agency.

Differences arose during a meeting between the chairman and several creditors and representatives of the liquidator.

When he was called upon to resign, he refused to do so and ruled out of order a vote of no confidence proposed and seconded.

Mr. MacPhee was accused of being autocratic and dictatorial. It was suggested that a Receiver should be appointed as liquidator to investigate company affairs.

A financial statement

When the creditors walked out.

Matters reached a climax when the creditors informed Mr. MacPhee they were adjourning to consider the situation and left the meeting.

When they returned, a vote of 'no confidence' proposed and seconded was carried with one abstention and one against.

Then the creditors walked out.

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## ICELAND SEWS UP TWO PORTS

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Fleetwood's situation was unprecedented in the port's history and the Icelanders' catches sold for high prices.

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With some excellent cod and haddocks being landed.

Top ship was the stern trawler *Gulberg* with 1,389 kits, including more than 900 of cod, for a grossing of £51,847.

Just behind was the stern trawler *Gulberg* which had 800 kits of cod in her total of 1,075 which sold for £45,771.

Next in line came *Jon Thordarson* — her 1,088 kits (including 900 of cod and 200 of haddocks) selling for £40,697.

There were two smaller catches by Icelanders during the week, too. *Sigurbora* landed 733 kits — including 250 of cod and more than 500 of haddocks — which sold for £33,185. *Houkoberg* made £32,002 from 760 kits — 700 of cod.

All the ships had a rough

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Individual grossings were: Tuesday: *Jordan*, £87,856 for 1,914 kits.

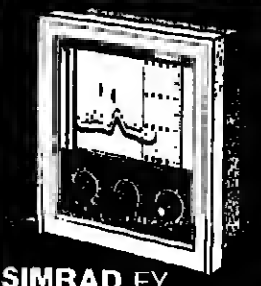
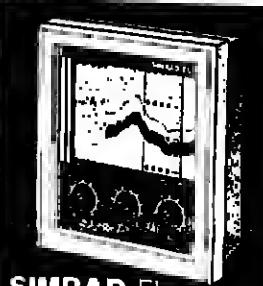
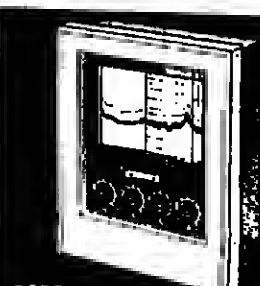



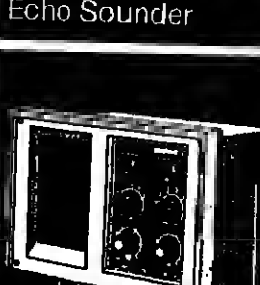
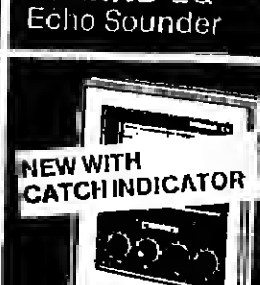


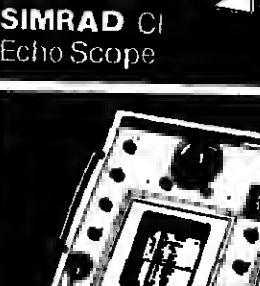





Wednesday: *Gylfi*, £44,921 for 1,232 kits and *A. Sigurdsson*, £31,251 for 786 kits.

Thursday: *Olafur Bekkur*, £56,115 for 1,297 kits.

Friday: *Karlsefni*, £87,659 for 1,763 kits.

There was keen demand throughout the week. Some of the fish were boxed and others bulk.

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## PARIS FOOD FAIR REPORT

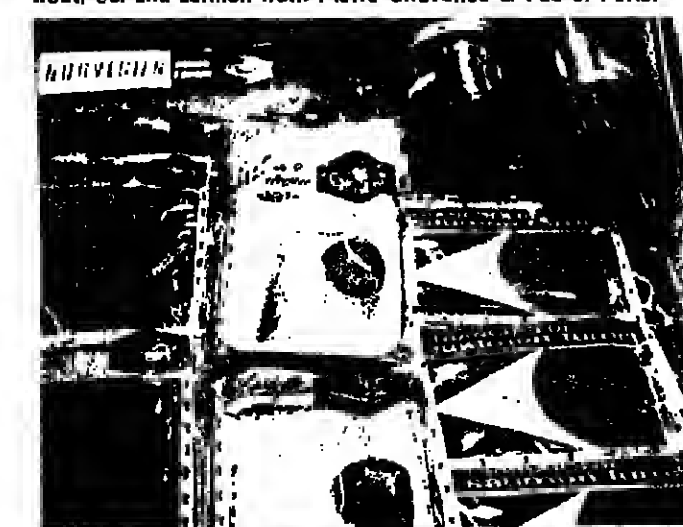
# French are getting hooked on frozen fish

THE SIAL International Food Exhibition held in Paris last month was certainly worth a visit for anyone connected with the marketing of fish and fish products. This show which is held every two years may not be as large as the German Food Fair, with which it rotates bi-annually, but what it lacks in size it gains in quality.

Of course, the term size is relative and in the Exhibition Hall which had three levels, 1,100 French and 900 overseas firms were represented. This year the show attracted around 60,000 visitors and of these 20,000 were from outside France.



Above: the Russian Trade Stand and below Vac-Pack of smoked trout, eel and salmon from Pierre Chevance & Fils of Paris.



There were 14 firms who had smoked fish on display, a further nine other fish products and not less than eight with caviar and caviar substitutes.

An interesting development at the show was the growth of the frozen fish and shellfish representation — from only 40 firms in 1976 to 62 this year. This in itself reflects the trend in France towards greater consumption of frozen foods which has been showing the following annual increases over previous years: 1972 — 30%;

1973 — 36%; 1976 — 31%; 1977 — 27%; the two years 1974 and 1975 showing somewhat smaller increases.

French firms such as La Surgelation Alimentaire presented an attractive range of retail fish packs under their brand name 'Pompon Rouge'.

Pierre Chevance & Fils of Paris displayed vacuum packs of smoked trout, smoked eel and smoked salmon. Also seen was their 'Assiette Nautique' range which are composite retail vacuum packs of hors d'oeuvres containing small proportions of smoked salmon, eel, trout, sturgeon and cods roe.

A French importer, Courrier de Stains, had a range of German ready-to-serve 'long-life' fish dishes made by Nord on their trade stand. The presentation was excellent and each pack was two-portion size.

The various regions of France, such as Normandy, Corsica, Aquitaine etc., had their own pavilions within which the various regional producers, manufacturers and distributors had their own trade stands. These were usually more modest and economical in scale than those of the individual exhibitors.

The nearest approach to this at British food fairs are the pavilions sponsored by the Northern Ireland Agricultural Trust. Perhaps we are missing out on something in this line and we should encourage regional participation from Wales, Scotland and the South-West.

Under the brand name 'Nigel', Eupromar offered a selection of frozen soups in 1 kg multi-colour pouches with contents such as: eel and sorrel soup; lobster soup; fish soup and bouillabaisse. It is quite astounding that no British company has ventured into the frozen soup market as yet. This might even be a profitable outlet for some of the by-products of fish processors.

Over 30 overseas countries

were exhibiting fish and shellfish in their national pavilions. Amongst these were: Argentina, Australia, Belgium, Brazil, Bangladesh, Canada, Chile, Costa Rica, Denmark, Greece and Eire.

The Irish Sea Fisheries Board had their own stand within the Irish Pavilion and amongst their promotional material was a well presented brochure in English, French and German setting out means of direct transport from Ireland to destinations in Europe by sea and air, product description as well as method of packaging and details of landings by species at various Irish ports.

There were trade stands with fish from India, Israel, Italy, Japan, Kenya, Malaysia and Mexico. The Netherlands and Mexico. The Netherlands were represented by Th. van Huijstee as well as GROKO and New Zealand by Kinnick Trading Ltd., who have Soprachepe as their French representatives.

Spain was out in force with eight companies offering canned fish. Taiwan under the name Far East Trade Ser-

vice Inc. was also displaying a range of canned and frozen fish.

There was a very modest turn out by the United States, which was represented by A. J. C. International Inc. of Atlanta, Booth Fisheries and Seamark S.A. of Boston.

Although perhaps not the largest of the overseas exhibitors, the British Food Export Council stand was without doubt the most attractively designed one.

Amongst the 70 British exhibitors were many displaying fish and fish products, such as: Anglia Frozen Foods; Brekka Group; B & A Britton; Celtic Foods; Flying Goose; Imperial Foods together with Ross Foods and Younga Seafoods; Pinneys Smokehouses; Severnside; Armour Foods; Northway and Heffenden International Marketing.

Before returning from the exhibition a brief visit was made to a French Hypermarket to compare prices. For the purpose of comparison an exchange rate of French francs 8.50 to £1 was used (see below).

Product	Price per lb in £/p
<b>FROZEN</b>	
Fillet of Cod, bulk-pack	1.11
Lobster Tail, bulk-pack	6.35
Fillet of Sole, bulk-pack	1.29
Whole Frozen Pacific White Salmon (USA)	1.93
Small Whiting (South Africa)	0.53
Scallop Meat, bulk-pack (Japan)	3.32
20 Fish Fingers — Cod	0.71
8 Fish Fingers — Cod	(per pack) 1.22
4 Fish Fingers — Haddock	(per pack) 0.74
4 Fish Cakes, retail-pack 300g	(per pack) 0.86
6 Fish Cakes, retail-pack 450g	(per pack) 1.20
<b>FRESH</b>	
Cod	1.17
Hake	2.28
Mackerel	0.43
Pleice	0.64
Sole	2.03
Lemon Sole	0.83
Smoked Kippers — unwrapped	1.33
Smoked Kippers — vacuum packed 180g (per pack)	0.68
Smoked Mackerel — unwrapped	0.70
Smoked Salmon in airtight ready-aided	
in vacuum pack 600g	(per pack) 7.13
Smoked Salmon — aliced	
in vacuum pack 192g	(per pack) 3.05

## FACTORY SHIP XMAS RUSH

FOR THREE months the crew and workers on a giant Russian factory ship in Falmouth Bay looked at the beckoning harbour lights and counted the days until they were allowed ashore to go Christmas shopping.

Unlike their colleagues from other Eastern Bloc countries, they were not allowed regular runs ashore. The Russians watched with envy as East German factory ships left for home — but they considered themselves with the thought of the shopping spree ahead.

On Monday the big day arrived, but the factory ship found there was not enough room in the docks for her to get an alongside berth.

In a moment of near-mutiny, the 168 Russians took to the lifeboats and made for the shore, returning later piled up with gifts to take home.

As one observer put it: "That was as good as a one-day strike. They may not have been here very long but they have got the message about how we operate."

HULL'S Christmas arrangements mean there will be no wet fish landings or market between December 22 and January 2 inclusive. There will be no freezer trawler landings on Christmas Day, Boxing Day or New Year's Day.

The markets at Grimsby and Fleetwood will also be closed over the same period.

## Research trio for Russia

RUSSIA HAS ordered three giant research ships from a shipyard in Poland. The 5,000-ton ships will have 20 laboratories for 60 scientists.

The ships were ordered through Cantromor, the Polish organisation which supplied Britain's two largest fishing vessels, Boyd Line's 360t Arctic Galliard and Arctic Reiver.

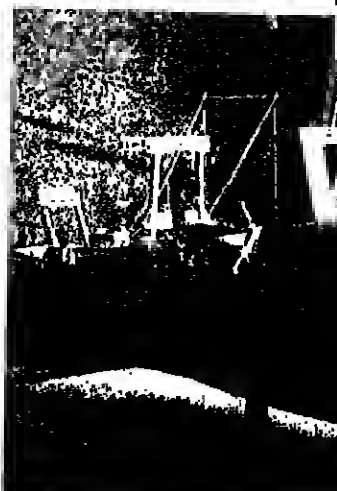
They will be built at the Szczecin shipyard which is building a series of these ships in a 'transmouss' under-

main dimensions of the B-class ships will be length 96.37m and beam, 16.6m.

Scientists will have facilities for meteorological, hydrographic, hydro-physical, physiological, ecological, plankton, biological, marine bottom and fauna, biological, radio-gauging, acoustic, bioluminescence, as well as gravimetric.

The results of investigations will be put into a computer on board the vessel. Some divers will have to work at a depth of 30 m using a six-person

Below: model of the B-88 research ships ordered by the Institute of Oceanology of the Soviet Academy of Sciences. The 363.7t, long ships are a 'transmouss' undertaking for the Polish builders.



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MacPhee said: "The situation here is very grave. I urge you not to sell out our fishing industry to the EEC, but equally we request that the needs of Britain's in-

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Shetland Islands Council, operators of the port of Sullom Våg, where Europe's biggest oil terminal is being built, is seeking a meeting with Shetland fishermen to discuss their objections to the extension of the 12-mile limit.

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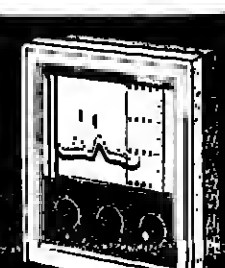
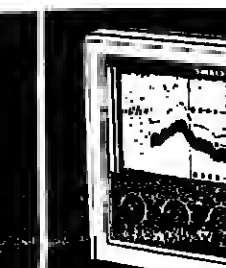

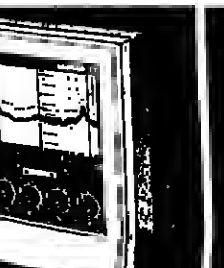











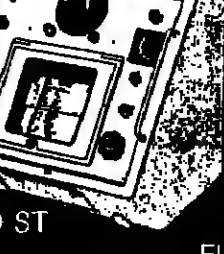
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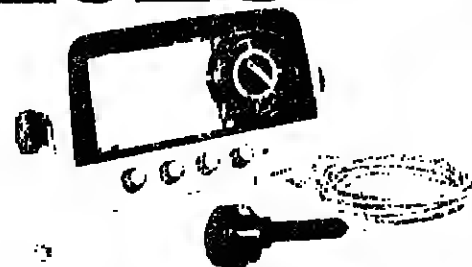
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Some of the Peterhead based white fish fleet storm bound during bad weather.

TWO records were broken at Peterhead in November — although one of these has become poignant with the subsequent loss of the seine netter *Acacio Wood* and her crew. The fate of this vessel has overshadowed her performance, early in November, when she grossed £22,269 to set up a new single-trip seine net earnings record (now broken by *Argonaut IV*, *Fishing News* December 15).

The Hopeman boat *Acacio Wood* made her huge grossing for 675 boxes of white fish caught during an eight day trip with Skipper Alec Jack in command.

It beat the previous record of £22,265 made last year by the Peterhead seiner *Foconius*, although only by £4.50!

The new record for the value of white fish put ashore in one week was set-up during the six days ending on November 4 when 308 arrivals landed 29,031 cwt. selling for £799,016.

November also happened to contain one of the leanest weeks for some time, when severe gales interrupted fishing and kept many boats in port.

Landings from 109

arrivals during the week ending November 18 amounted to only 9,201 cwt. worth £285,080.

Peterhead's remarkable development as a major white fish port is arousing considerable interest among fishing circles both in the UK and overseas.

Two of the most recent visitors to the port were James O'Connor and Tom Lantry, chief executive and chairman of the Irish Fish Producers Organisation Ltd,

Quality

The two men took the opportunity to tour the harbour and fish market after they had attended the White Fish Authority's 'Fishing in

# PETERHEAD a monthly report

by GLORIA WILSON

Europe's conference in Edinburgh in November.

Mr. O'Connor told *Fishing News*: "We are very impressed by the quality of fish being brought into Peterhead and the way it is presented by the fishermen."

"We are also delighted with the reception we have had from the Harbour Trustees, and are very impressed by the way in which the port is being run."

Less happy are the seemingly continuous stream of boats which are having trouble with debris picked-up at sea.

One of the latest victims

was the 80 ft. Peterhead seiner *Doisy* which ruined her net on a big anchor and length of chain. Skipper James Bruce said that the net became entangled in the anchor some 120 miles NE by E from Peterhead on ground which has, until now, been clean.

## Refit

It took *Doisy* five hours in a Force 9 gale to haul the anchor and the shredded remains of her net to the surface. The only parts of the net still left intact were the headrope and footrope.

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One of the oldest boats in the Peterhead fleet has begun fishing after an extensive refit by the Northern Engineering Works. She is the 75 ft. *Adoration* which fishes under Skipper James McLean and was built at the Richard Trinch yard in 1957.

*Adoration* is a really fine example of the sleek and eye-sweet cruiser sterned, wooden-hulled vessels for which the Irvin yard is recognised, and despite her age her hull is in a very good condition. When her bottom was water-blasted to remove the old paint, the carpenters' pencil marks were found to still be visible on the keel.

The vessel has been fitted with a new Gardner 230 hp engine turning a fixed pitch propeller through a Twin Disc gearbox of 4.13:1 reduction ratio.

## Reels

New gear handling machinery includes a Northern Tool and Georseine and trawl winch and Lössie Hydraulic seine rope reels.

A new steel deckhouse and aluminium deck shelter have been installed and, although most of the existing electronic instruments have been retained, a new Decca Mk 21 Navigator, Furuno FRS24 radar, and Decca 460 autopilot have been fitted.

The boat satisfies current safety regulations and has been equipped with fire detection and high level warning systems from WG Fire Protection Engineering of Aberdeen.

Galley fittings have also been renewed and include a Parkinson Cowan gas cooker and Vaillant gas water heater. A Gendolastic Gas Sentry Mk has been provided to detect any escaping gas.

Another busy shore-based company is that of Tecnor Engineering which has a continuing order book for fish pumps, deckshelters and net drums.

Tecnor introduced its own make of fish pump about a year ago when it supplied units to the 85 ft. Peterhead trawlers *Starlight* and *Constant Friend*.

The firm has just fitted-up the 75 ft. Macduff trawler *Lorena* with a 12 in. fish pump, flash and water separator, cargo winch and boom swinger.

*Lorena*, Skipper Sandy West, has now gone south to fish in the Cornish mackerel fishery.

A similar range of equipment is on order for *Lorena's* two sister-ships, *Vesper* and *Hesperus*. They are also based at Macduff and fish under



*Hesperus* along with her sister ship *Vesper* has been fitted out for mackerel fishing.

skippers John Watt and Michael Watt.

Both *Vesper* and *Hesperus* are joining *Lorena* on the mackerel fishing.

Fish pumps and fish and water separators are also to be supplied to the Peterhead vessels *Shemora*, *Golden Down* and *Brighter Dawn*.

Tecnor has also just fitted the 97 ft. Leith-registered seiner *Persevere* with new Fishing Hydraulics rope reels and an aluminium deck shelter.

Fishing under Skipper Peter Johnstone of Port Seton, *Persevere* has moved north to work from Peterhead after being based at North Shields for much of the summer.



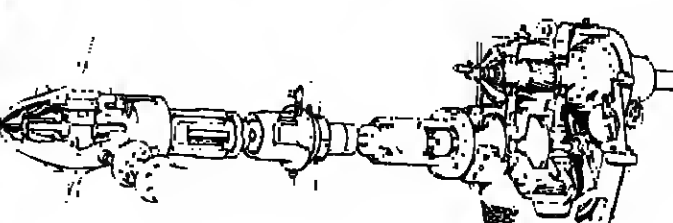
Above: the Macduff trawler *Lorena* has been equipped with this fish pump, made by Tecnor Engineering of Peterhead.

Below: one of the two new Fishing Hydraulics rope reels being fitted on to the 97 ft. boat *Persevere*.

## A tidy sum! —

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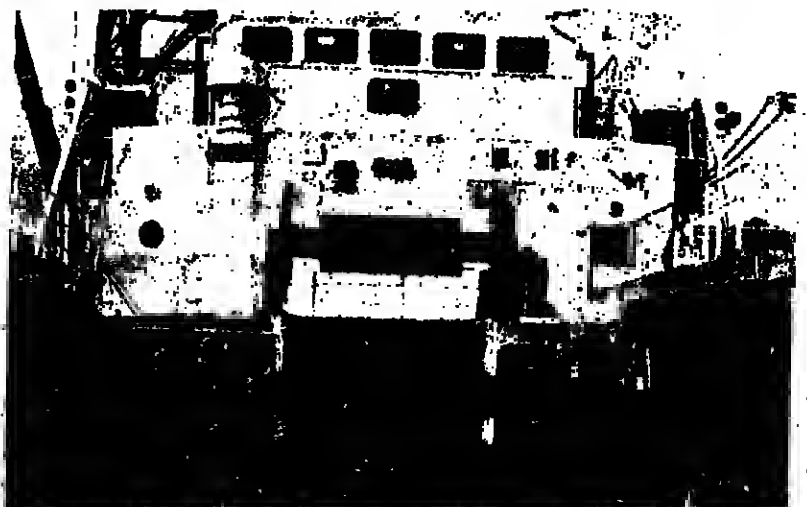
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TRAWL WINCHES  
AND NET DRUMS

It is almost essential for pelagic fishing that a net drum be installed. Robertson's supply a range of drums with various drive systems for all classes of fishing vessels. Illustrated is a 9 cubic metre 30 ton pull net drum installed in association with Robertson trawl winches on the freezer trawler 'Goth' and 'Roman'. Our range extends from 3 cubic metres to 16 cubic metres with pulls up to 52 tonnes.



**James  
Robertson**

& Sons (Fleetwood) Ltd, Dock Street, Fleetwood FY7 6JH, England.

Telephone 3414, Telex 67231.



# Catches and Prices

## TOP LANDINGS LAST WEEK

### GRIMSBY

Distant Water  
28,018: *Boston Halifax*, Boston (Sk. R. Harries), 778k, NC, 24 days.

### Middle Water

24,991: *Ross Lynx*, BUT (Sk. D. Cooper), 824k, W, 15 days.  
22,491: *Ross Leopard*, BUT (Sk. J. Brown), 784k, W, 17 days.  
22,442: *Ross Jackal*, BUT (Sk. P. McCarthy), 608k, W, 15 days.  
18,131: *Ross Cougar*, BUT (Sk. J. Major), 550k, W, 14 days.  
18,018: *Ross Civet*, BUT (Sk. A. Reidpath), 504k, W, 17 days.

### North Sea

15,270: *Ermo*, Taylor (Sk. W. Hudson), 102k, NS, 14 days.  
8,101: *Tokio*, Taylor (Sk. J. Gladwell), 175k, NS, 12 days.  
7,533: *Loveden*, Lindsey (Sk. G. Ireland), 160k, NS, 10 days.

### Solers

2,501: *Lena Sorensen*, Chapman (Sk. B. Jensen), 55k, NS, 13 days.  
1,183: *Helen Mona*, Hamling (Sk. C. Thylar), 29k, NS, 20 days.

### Pair teams

13,351: *Margrethe Bojen*, 19,073 (Sk. Jens Bojen), 447k, and 14,278: *Frances Bojen* (Sk. J. Richardson), 348k, both John R. NS, 15 days.

### Gill-netters

11,987: *Wardley Consol* (Sk. B. Lose), 33k, NS, 6 days.

### Belgian trawlers

17,906: *Shomrock* (Z 189), Hamling (Sk. B. Schiltz), 310k, NS, 10 days.  
17,834: *Sea Bird* (Z 584), Hamling (Sk. A. Witteruulhe), 316k, NS, 10 days.  
15,771: *Maria Dwyne* (O 135), Hamling (Sk. V. Verlesne), 321k, NS, 10 days.  
14,502: *Juhal* (O 198), Hamling (Sk. N. Hennaert), 258k, NS, 11 days.

### HULL

(all Icelandic vessels).  
167,856: *Jondan*, (Boyd Line), 1,914k.  
167,659: *Karlsefni*, (BUT), 1,763k.  
156,115: *Olafur Bekkur*, (Boyd Line), 1,297k.  
144,921: *Gylfi*, (Boyd Line), 1,232k.  
131,251: *A. Sigurdsson*, (Boyd Line), 1,763k.

### FLEETWOOD

151,847: *Gulberg*, Marr (Icelandic), 1,389k.  
145,771: *Gullver*, Marr (Icelandic), 1,075k.  
140,897: *Jon Thordorson*, Marr (Icelandic), 1,088k.  
133,165: *Sigurbar*, Marr (Icelandic), 733k.  
133,002: *Haukuberg*, Marr (Icelandic), 765k.

### ABERDEEN

119,231: *Velia*, Marr (Sk. J. McKay), 582k, S, 16 days.  
112,442: *Lindenco*, BUT (Sk. W. Uren), 340k, F, 16 days.  
111,637: *Birchlea*, BUT (Sk. M. Taylor), 300k, F, 19 days.  
111,402: *Ross Heron*, BUT (Sk. W. Gardner), 304k, S, 16 days.

110,854: *Ross Mallard*, BUT (Sk. E. Watt), 310k, S, 13 days.  
18,369: *Eredene*, Brucewood (Sk. C. Pook), 219k, WC, 10 days.

### LOWESTOFT

14,027: *Boston Sea Sprite*, Boston (Sk. M. Raven), 236k, NS, 13 days.  
12,622: *Gillingham*, East Coast (Sk. B. Bowler), 187k, NS, 12 days.  
12,077: *Boston Jaguar*, Boston (Sk. K. Reynolds), 221k, NS, 12 days.  
11,650: *St. David*, East Coast (Sk. K. Mayall), 177k, NS, 13 days.  
10,188: *Outon Queen*, Talisman (Sk. T. Davey), 182k, NS, 11 days.  
10,160: *Borbadon*, East Coast (Sk. R. Barker), 189k, NS, 12 days.

### NORTH SHIELDS

18,368: *Ben Straine*, Irvin (Sk. E. Longhorn), 16,925k, NS, 8 days.  
16,348: *Ben Lora*, Irvin (Sk. R. Shearer), 9,195k, NS, 9 days.

### Under 80 ft.

14,760: *Star of Hope*, Caley (Sk. P. Jarron), 10,739k, NS, 4 days.  
14,721: *Lindisfarne*, Irvin (Sk. J. Bailey), 8,462k, NS, 3 days.  
13,587: *Starella*, Irvin (Sk. T. Johnson), 8,004k, NS, 4 days.  
13,257: *Scarlet Thread II*, Irvin (Sk. T. Buchanan), 6,688k, NS, 3 days.  
12,901: *Conduan*, Irvin (Sk. N. Morse), 5,025k, NS, 3 days.  
12,513: *Cherry Burton*, Newington (Sk. J. Buchanan), 3,081k, NS, 3 days.

### MILFORD HAVEN

17,631: *Norrad Star*, Norrad (Sk. J. Rogers), 119k, 14 days.  
15,200: *Rosetree*, Norrad (Sk. A. Simpson), 77k, 14 days.

KEY: B1 Baer Island; B5 Berante Sea; DW distant water; F Faroe Islands; G Greenland; HW home waters; I Iceland; I8 Irish Sea; NC Norway Coast; NFL Newfoundland; NS North Sea; O Orkney; R Rockall; S Shetland; W Waterlaine; WC West Coast; WS White Sea; Sk Skipper; k kites; o owt; kg kilo.

120/132: whiting, 15.80/16.80; lemon sole, 13.00; haddock, 12.10/13.10; plaice, 12.00/13.00; skate, 10.00/11.00; dogfish, 15.60.

### WICK

200 boxes from nine boats. Prices per box: 118/122: haddock, 11.70/12.70; whiting, 11.50/12.50; plaice, 12.10/13.10; dogfish, 15.50/16.50; skate, 12.00/13.00.

### NEWLYN

Prices per stone: red mullet, 11.50; gurnard, 8.00; large whiting, 13.50; small, 11.00; large plaice, 11.50; small, 11.00; large haddock, 12.50; small, 11.00; large mackerel, 11.50; small, 11.00; large cod, 11.50; small, 11.00; large ling, 11.50; small, 11.00; large brill, 11.50; small, 11.00; large monkfish, 11.50; small, 11.00; large turbot, 11.50; small, 11.00; large sole, 11.50; small, 11.00; large Dover sole, 11.50; small, 11.00; large haddock, 11.50; small, 11.00; large mackerel, 11.50; small, 11.00; large cod, 11.50; small, 11.00; large ling, 11.50; small, 11.00; large brill, 11.50; small, 11.00; large monkfish, 11.50; small, 11.00; large turbot, 11.50; small, 11.00; large sole, 11.50; small, 11.00; large Dover sole, 11.50; small, 11.00; large haddock, 11.50; small, 11.00; large mackerel, 11.50; small, 11.00; large cod, 11.50; small, 11.00; large ling, 11.50; small, 11.00; large brill, 11.50; small, 11.00; large monkfish, 11.50; small, 11.00; large turbot, 11.50; small, 11.00; large sole, 11.50; 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# Official and Classified ADVERTISEMENTS

Continued from Page 20

## VESSELS FOR SALE



MFV 350, 120 ft. x 40 ft. built 1971, on an oak tank deck. Thermojet 100hp 2.1 reduction. Sailer 142 750 with radio tuner. Stinson outboard. Deca 21. 1.100 hydraulic winch, three lath, 1400. VFA grant and loan transferable. Completely refitted. Telephone: 100-2277.

EVINRU 1200, forward wheelhouse, Mercedes 150hp. Borg Warner 4.1 hydraulic box. Sailer 142 750 with radio tuner. Stinson outboard. Deca 21. 1.100 hydraulic winch, three lath, 1400. VFA grant and loan transferable. Completely refitted. Telephone: 100-2277.

50ft. TRAWLER, 120hp. Kelvin, 111 certificate, white gearbox, recently overhauled, new after pump, new cables, engine room, 1400. VFA grant and loan transferable. Completely refitted. Telephone: 100-2277.

## FOR SALE SUBJECT TO WFA APPROVAL M.B. "FAST CASTLE" (LH.68)

30ft. x 11ft. x 4ft. 6in. built Eymouth Boat Building Co. 1972 of wood. 18hp 80 engine dual controls. Carron and ten pot hauler. Boat's equipment: NO 200 acta sounder and Sonar VHF. VFA grant and loan transferable. Enquiries to Brian Atkinson Telephone: 0562 520623

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24FT. wooden workboat, transom stern. Lister 510 diesel, 24hp. Equipment: 1400. VFA grant and loan transferable. Enquiries to Brian Atkinson Telephone: 0562 520623

32ft. x 10ft. x 4ft. stern trawler, 111 certificate, white gearbox, recently overhauled, new after pump, new cables, engine room, 1400. VFA grant and loan transferable. Completely refitted. Telephone: 100-2277.

## FOR SALE

### M.B. "OCEAN STARLIGHT" (K33)

Stem trawler built of wood by Anderson, Stinsons in 1959. Length overall 50ft., beam 17ft. 6in. tonnage 24.89. New Volvo engine fitted in July 1978, 195hp with 3:1 reduction gear. Simrad echo sounder with 11th loops. Sailer radio, Kelvin Hughes VHF, Deca 101 radar, six ton Norwinnch. Hydraulic net drum, Shetland gutting machine. Deca Navigator and Plotter — on hire.

FOR FURTHER DETAILS CONTACT: REGENCY OILS, MARINE PLACE, BUCKIE Telephone: 0642 31638

## FOR SALE

### "SONIA" (BCK 131)

Built 1978, wood, 140hp, 1400. VFA grant and loan transferable. Completely refitted. Telephone: 100-2277.

Offers to RICHARD IRVIN & SONS LIMITED ABERDEEN. Telephone: 62661

## ENDEAVOR (CN.168)

Length 33ft., tonnage 31. Built by Regalia, St. Monens, 114hp Dordner. Mastra dual trawl winch and gillows new 1977. 80ATS PROPERTY Power block, radar, sounder, VHF watch receiver, two flares.

ON HIRE: Deca 558 wireless. V. Doors, two dual purpose nets and 350 fathom of 1 1/2 in. wire each side. Boat presently fishing at Campbeltown.

ENQUIRIES: 0586 2169 day 0586 2496 night

## FOR SALE BY PRIVATE BARGAIN M.B. "EMBLEM" (FR.72)

Built of wood in 1981 by MacDuff Boatbuilding and Engineering Co. MacDuff. Overall length 38.7ft., registered 37.5ft. beam 15.9ft., depth 5.8ft., tonnage 14.89. Vessel fitted with a 7.4 120hp. Kubota engine in 1983. Deckhouse and Dismantler 13 on trawl winch both fitted new 1974. Vessel completely re-wired in 1974. Owned equipment: Marconi Graphical echo sounder. Hired equipment: Marconi Kestrel radio, Marconi Sailer VHF, Deca Mk.21 Navigator and Deca 060 radar. Boat rigged for trawl fishing. Quantity of gear to be sold with vessel. Vessel in excellent condition.

For further particulars apply: CALEY FISHERIES (PETERHEAD) LTD., 1 Dalrymple St., Fraserburgh, telephone: Fraserburgh 3241 or Inverallachy 2264 at week-ends, with whom offers should be lodged.

LOCHIN 43 forward wheelhouse, GRP workboat, completed May 1978, 33ft. x 11ft. 6in. x 3ft. 6in., Bedford 160hp 1400. VFA grant and loan transferable. Completely refitted. Telephone: 100-2277.

MFV "Frank" 30ft. x 10ft. x 4ft. 6in., 111 certificate, white gearbox, recently overhauled, new after pump, new cables, engine room, 1400. VFA grant and loan transferable. Completely refitted. Telephone: 100-2277.

34ft. Norwegian 100hp with newly reconditioned BMW 100 cylinder diesel engine under guarantee, new prop and shaft. Telephone: 0562 520623

32ft. 100hp, 1400. VFA grant and loan transferable. Completely refitted. Telephone: 100-2277.

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32ft. 100hp, 1400. VFA grant and loan transferable. Completely refitted. Telephone: 100-2277.

34ft. x 12ft. x 4ft. 6in., stem trawler built to high standard in Ford Camion. Telephone: 0521 742401 after 8pm.

IP 28 1874, engine Ford 4050, forward wheelhouse, ferrograph, many extras 24,000. Apply Southend 1800 after 8pm.

FOR SALE SOUTHERN Nets Limited, inshore fishing gear specialists, supply trammel, gill, seine and trawl nets. Catalogue £1.00 available from Lower Cross, Udimore, Rye, Sussex. Telephone: Rye 3844 or 2155 (STD 07973), Telax 95211 Sound G, or our Hertfordshire agent Susan Trewler Supply Stores, 721-723, Hertford, Hertfordshire. Telephone: Hertford 64448 (STD 0429).

NEW untested chain from £1.00 per lb. 1000 yds. in stock. Telephone: 0562 520623

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RED antifouling for sale, in 20 litre cans at £32.40 per can, including VAT, carriage extra. Also a large stock of various paint, including deck paint and undercoat, ex-warehouse from 50p per litre. Write for quotation by return, Helix Boatyard Limited, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

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